

MASON'S  
DELICIOUS  
O.K.  
SAUCE.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

RETRENCHMENT  
is sometimes necessary in domestic  
or business life.  
BUT NEVER RETRENCH  
where your eyes are concerned.  
Money is never better spent  
than on the eyes if they need  
ATTENTION!  
N. LAZARUS,  
Optician,  
12, Queen's Road C.

No. 20,354 號四十五百三零萬二第 日九初月八年亥癸 HONGKONG, WEDNESDAY, SEPTEMBER 19TH, 1923. 三拜禮 號九十月九年二十國民華中 PRICE, \$3 PER MONTH

## INTIMATIONS

A most Refreshing  
Drink for Summer

IS

MARTINI & ROSSI'S  
ITALIAN  
VERMOUTH  
With Cold Water.

OF ALL DEALERS.

## SPORTING.

SPORTING GUNS by W. W. GREENER  
and Other Makers—British, French and  
American—also SPORTING CARTRIDGES  
of all descriptions.

Sportsmen are cordially invited to inspect  
Samples of GUNS by WEBLEY and SCOTT  
now on view at our Store.

THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
5-6, BEACONSFIELD ARCADE.

## PEAK TRAMWAYS CO. LIMITED.

### TIME-TABLE.

WEEK DAYS.		
7.00 a.m.	7.10 a.m.	
7.20 " to 8.00 "	every 15 minutes	Stop
8.00 " to 8.30 "	" 10 "	Stop
8.30 "	" "	Stop
8.40 "	" "	Stop
8.50 "	" "	Stop
9.00 "	" "	Stop
9.10 "	" "	Stop
9.20 "	" "	Stop
9.30 a.m. to 11.00 p.m.	every 10 minutes	Stop
11.30 " to 12.30 p.m.	" 15 "	Stop
12.40 "	" "	Stop
12.50 "	" "	Stop
1.00 "	" "	Stop
1.10 "	" "	Stop
1.20 "	" "	Stop
1.30 p.m. to 4.00 "	every 10 minutes	Stop
4.00 " to 4.30 "	" 15 "	Stop
4.30 " to 5.00 "	" 10 "	Stop
5.10 "	" "	Stop
5.20 "	" "	Stop
5.30 "	" "	Stop
5.40 "	" "	Stop
5.50 "	" "	Stop
6.00 "	" "	Stop
6.10 "	" "	Stop
6.20 "	" "	Stop
6.30 "	" "	Stop
6.40 "	" "	Stop
6.50 "	" "	Stop
7.00 "	" "	Stop
7.10 "	" "	Stop
7.20 "	" "	Stop
7.30 "	" "	Stop
7.40 "	" "	Stop
7.50 "	" "	Stop
8.00 "	" "	Stop
8.10 "	" "	Stop

### SUNDAYS.

7.00 a.m.	7.10 a.m.	
7.20 a.m. to 8.30 "	every 15 minutes	Stop
8.30 " to 11.00 noon "	" 10 "	Stop
11.00 noon to 1.00 p.m.	" 10 "	Stop
1.00 p.m. to 2.30 "	" 15 "	Stop
2.30 " to 4.30 "	" 15 "	Stop
4.30 " to 5.30 "	" 15 "	Stop
5.30 " to 6.30 "	" 10 "	Stop
6.30 "	" "	Stop
6.40 "	" "	Stop
6.50 "	" "	Stop
7.00 "	" "	Stop
7.10 "	" "	Stop
7.20 "	" "	Stop
7.30 "	" "	Stop
7.40 "	" "	Stop
7.50 "	" "	Stop
8.00 "	" "	Stop
8.10 "	" "	Stop

### SATURDAYS.

Extra Car—12 midnight.	
NIGHT CARS—WEEKDAYS AND SUNDAYS	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 1.00 a.m. every 30 minutes	Stop
1.15 " to 1.45 " " "	Stop

SPECIAL CARS  
By ARRANGEMENT AT THE COMPANY'S OFFICE  
ALEXANDRA BUILDING.  
Hongkong, 1st June 1923.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after SATURDAY, SEPTEMBER 15TH, 1923, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS.

	No. 1				No. 2				No. 3				No. 4				No. 5				No. 6				No. 7				No. 8				No. 9				No. 10				No. 11				No. 12				No. 13				No. 14				No. 15				No. 16				No. 17				No. 18				No. 19				No. 20				No. 21				No. 22				No. 23				No. 24				No. 25				No. 26				No. 27				No. 28				No. 29				No. 30				No. 31				No. 32				No. 33				No. 34				No. 35				No. 36				No. 37				No. 38				No. 39				No. 40				No. 41				No. 42				No. 43				No. 44				No. 45				No. 46				No. 47				No. 48				No. 49				No. 50				No. 51				No. 52				No. 53				No. 54				No. 55				No. 56				No. 57				No. 58				No. 59				No. 60				No. 61				No. 62				No. 63				No. 64				No. 65				No. 66				No. 67				No. 68				No. 69				No. 70				No. 71				No. 72				No. 73				No. 74				No. 75				No. 76				No. 77				No. 78				No. 79				No. 80				No. 81				No. 82				No. 83				No. 84				No. 85				No. 86				No. 87				No. 88				No. 89				No. 90				No. 91				No. 92				No. 93				No. 94				No. 95				No. 96				No. 97				No. 98				No. 99				No. 100				No. 101				No. 102				No. 103				No. 104				No. 105				No. 106				No. 107				No. 108				No. 109				No. 110				No. 111				No. 112				No. 113				No. 114				No. 115				No. 116				No. 117				No. 118				No. 119				No. 120				No. 121				No. 122				No. 123				No. 124				No. 125				No. 126				No. 127				No. 128				No. 129				No. 130				No. 131				No. 132				No. 133				No. 134				No. 135				No. 136				No. 137				No. 138				No. 139				No. 140				No. 141				No. 142				No. 143				No. 144				No. 145				No. 146				No. 147				No. 148				No. 149				No. 150				No. 151				No. 152				No. 153				No. 154				No. 155				No. 156				No. 157				No. 158				No. 159				No. 160				No. 161				No. 162				No. 163				No. 164				No. 165				No. 166				No. 167				No. 168				No. 169				No. 170				No. 171				No. 172				No. 173				No. 174				No. 175				No. 176				No. 177				No. 178				No. 179				No. 180				No. 181				No. 182				No. 183				No. 184				No. 185				No. 186				No. 187				No. 188				No. 189				No. 190				No. 191				No. 192				No. 193				No. 194				No. 195				No. 196				No. 197				No. 198				No. 199				No. 200				No. 201				No. 202				No. 203				No. 204				No. 205				No. 206				No. 207				No. 208				No. 209				No. 210				No. 211				No. 212				No. 213				No. 214				No. 215				No. 216				No. 217				No. 218				No. 219				No. 220				No. 221				No. 222				No. 223				No. 224				No. 225				No. 226				No. 227				No. 228				No. 229				No. 230				No. 231				No. 232				No. 233				No. 234				No. 235				No. 236				No. 237				No. 238				No. 239				No. 240				No. 241				No. 242				No. 243				No. 244				No. 245				No. 246				No. 247				No. 248				No. 249				No. 250				No. 251				No. 252				No. 253				No. 254				No. 255				No. 256				No. 257				No. 258				No. 259				No. 260				No. 261				No. 262				No. 263				No. 264				No. 265				No. 266				No. 267				No. 268				No. 269				No. 270				No. 271				No. 272				No. 273				No. 274				No. 275				No. 276				No. 277				No. 278				No. 279				No. 280				No. 281				No. 282				No. 283				No. 284				No. 285				No. 286				No. 287				No. 288				No. 289				No. 290				No. 291				No. 292				No. 293				No. 294				No. 295				No. 296				No. 297				No. 298				No. 299				No. 300				No. 301				No. 302				No. 303				No. 304				No. 305				No. 306				No. 307				No. 308				No. 309				No. 310				No. 311				No. 312				No. 313				No. 314				No. 315				No. 316				No. 317				No. 318				No. 319				No. 320				No. 321				No. 322				No. 323				No. 324				No. 325				No. 326				No. 327				No. 328				No. 329				No. 330				No. 331				No. 332				No. 333				No. 334				No. 335				No. 336				No. 337				No. 338				No. 339				No. 340				No. 341				No. 342				No. 343				No. 344				No. 345				No. 346				No. 347				No. 348				No. 349				No. 350				No. 351				No. 352				No. 353				No. 354				No. 355				No. 356				No. 357				No. 358				No. 359				No. 360				No. 361				No. 362				No. 363				No. 364				No. 365				No. 366				No. 367				No. 368				No. 369				No. 370				No. 371				No. 372				No. 373				No. 374				No. 375				No. 376				No. 377				No. 378				No. 379				No. 380				No. 381				No. 382				No. 383				No. 384				No. 385				No. 386				No. 387				No. 388				No. 389				No. 390				No. 391				No. 392				No. 393				No. 394				No. 395				No. 396				No. 397				No. 398				No. 399				No. 400				No. 401				No. 402				No. 403				No. 404				No. 405				No. 406				No. 407				No. 408				No. 409				No. 410				No. 411				No. 412				No. 413				No. 414				No. 415				No. 416				No. 417				No. 418				No. 419				No. 420				No. 421				No. 422				No. 423				No. 424				No. 425				No. 426				No. 427				No. 428				No. 429				No. 430				No. 431				No. 432				No. 433				No. 434				No. 435				No. 436				No. 437				No. 438				No. 439				No. 440				No. 441				No. 442				No. 443				No. 444				No. 445				No. 446				No. 447				No. 448				No. 449				No. 450				No. 451				No. 452				No. 453				No. 454				No. 455				No. 456				No. 457				No. 458				No. 459				No. 460				No. 461				No. 462				No. 463				No. 464				No. 465				No. 466				No. 467				No. 468				No. 469				No. 470				No. 471				No. 472				No. 473				No. 474				No. 475				No. 476				No. 477				No. 478				No. 479				No. 480				No. 481				No. 482				No. 483				No. 484				No. 485				No. 486				No. 487				No. 488				No. 489				No. 490				No. 491				No. 492				No. 493				No. 494				No. 495				No. 496				No. 497				No. 498				No. 499				No. 500				No. 501				No. 502				No. 503				No. 504				No. 505				No. 506				No. 507				No. 508				No. 509				No. 510				No. 511				No. 512				No. 513				No. 514				No. 515				No. 516				No. 517				No. 518				No. 519				No. 520				No. 521				No. 522				No. 523				No. 524				No. 525				No. 526				No. 527				No. 528				No. 529				No. 530				No. 531				No. 532				No. 533				No. 534				No. 535				No. 536				No. 537				No. 538				No. 539				No. 540				No. 541				No. 542				No. 543				No. 544				No. 545				No. 546				No. 547				No. 548				No. 549				No. 550				No. 551				No. 552				No. 553				No. 554				No. 555				No. 556				No. 557				No. 558				No. 559				No. 560				No. 561				No. 562				No. 563				No. 564				No. 565				No. 566				No. 567				No. 568				No. 569				No. 570				No. 571				No. 572				No. 573				No. 574				No. 575				No. 576				No. 577				No. 578				No. 579				No. 580				No. 581				No. 582				No. 583				No. 584				No. 585				No. 586				No. 587				No. 588				No. 589				No. 590				No. 591				No. 592				No. 593				No. 594				No. 595				No. 596				No. 597				No. 598				No. 599				No. 600				No. 601				No. 602				No. 603				No. 604				No. 605				No. 606				No. 607				No. 608				No. 609				No. 610				No. 611				No. 612				No. 613				No. 614				No. 615				No. 616				No. 617				No. 618				No. 619				No. 620				No. 621				No. 622				No. 623				No. 624				No. 625				No. 626				No. 627				No. 628				No. 629				No. 630				No. 631				No. 632				No. 633				No. 634				No. 635				No. 636				No. 637				No. 638				No. 639				No. 640				No. 641				No. 642				No. 643				No. 644				No. 645				No. 646				No. 647				No. 648				No. 649				No. 650				No. 651				No. 652				No. 653				No. 654				No. 655				No. 656				No. 657				No. 658				No. 659				No. 660				No. 661				No. 662				No. 663				No. 664				No. 665				No. 666				No. 667				No. 668				No. 669				No. 670				No. 671				No. 672				No. 673				No. 674				No. 675				No. 676				No. 677				No. 678				No. 679				No. 680				No. 681				No. 682				No. 683				No. 684				No. 685				No. 686				No. 687				No. 688				No. 689				No. 690				No. 691				No. 692				No. 693				No. 694				No. 695				No. 696				No. 697				No. 698				No. 699				No. 700				No. 701				No. 702				No. 703				No. 704				No. 705				No. 706				No. 707				No. 708				No. 709				No. 710				No. 711				No. 712				No. 713				No. 714				No. 715				No. 716				No. 717				No. 718				No. 719				No. 720				No. 721				No. 722				No. 723				No. 724				No. 725				No. 726				No. 727				No. 728				No. 729				No. 730				No. 731				No. 732				No. 733				No. 734				No. 735				No. 736				No. 737				No. 738				No. 739				No. 740				No. 741				No. 742				No. 743				No. 744				No. 745				No. 746				No. 747				No. 748				No. 749				No. 750				No. 751				No. 752				No. 753				No. 754				No. 755				No. 756				No. 757				No. 758				No. 759				No. 760				No. 761				No. 762				No. 763				No. 764				No. 765				No. 766				No. 767				No. 768				No. 769				No. 770				No. 771				No. 772				No. 773				No. 774				No. 775				No. 776				No. 777				No. 778				No. 779				No. 780				No. 781				No. 782				No. 783				No. 784				No. 785				No. 786				No. 787				No. 788				No. 789				No. 790				No. 791				No. 792				No. 793				No. 794				No. 795				No. 796				No. 797				No. 798				No. 799				No. 800				No. 801				No. 802				No. 803				No. 804				No. 805				No. 806				No. 807				No. 808				No. 809				No. 810				No. 811				No. 812				No. 813				No. 814				No. 815				No. 816				No. 817				No. 818				No. 819				No. 820				No. 821				No. 822				No. 823				No. 824				No. 825				No. 826				No. 827				No. 828				No. 829				No. 830				No. 831				No. 832				No. 833				No. 834				No. 835				No. 836				No. 837				No. 838				No. 839				No. 840				No. 841				No. 842				No. 843				No. 844				No. 845				No. 846				No. 847				No. 848				No. 849				No. 850				No. 851				No. 852				No. 853				No. 854				No. 855				No. 856				No. 857				No. 858				No. 859				No. 860				No. 861				No. 862				No. 863				No. 864				No. 865				No. 866				No. 867				No. 868				No. 869				No. 870				No. 871				No. 872				No. 873				No. 874				No. 875				No. 876				No. 877				No. 878				No. 879				No. 880				No. 881				No. 882				No. 883				No. 884				No. 885				No. 886				No. 887				No. 888				No. 889				No. 890				No. 891				No. 89			
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SOLE AGENTS:

**GANDE, PRICE & CO., LTD.**

Tel. Central No. 135.

No. 9, QUEEN'S ROAD CENTRAL

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[133]

## DAIRY FARM NEWS,

AND THE BEST YOU'VE HEARD FOR  
A LONG TIME.

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## NEW GERMAN CHANCELLOR.

HERR STRESEMANN'S CAREER.

THE MAN AND HIS TASK.

[FROM "THE TIMES" CORRESPONDENT.]

BERLIN, August 13th.  
Dr. Gustav Stresemann has long been a candidate for the office of Chancellor, though it is more than doubtful whether he ever imagined himself accepting it in such difficult circumstances. His predecessor disappears after reducing the fabric of the State almost to ruins, and has bequeathed him a task as heavy as ever Chancellor had to face, even in the last stages of the war. To solve the problems of the Ruhr, of reparations, of State insolvency, and of an impossible currency at a period of heightened social unrest must require qualities of a very high order.

The task certainly calls for optimism, and that, fortunately, is Dr. Stresemann's chief characteristic. His outlook is governed by the thing ahead, his efforts manifestly always at full strength to attain it. The reflective aspect of politics has never appeared to have any attraction for him, and he shows little inclination to be guided by the past. An almost ruthless pragmatism can be seen running through his policy as that of a man who, in his own words, is "marching forward over the graves."

Already some wonder is expressed in many quarters that a man can be found to take on a task which bears in itself every promise of defeat, all the elements of personal danger, and no great reward for success. Ambition may have carried Dr. Stresemann to the threshold of the Chancellorship, but it must in his case have needed considerable courage to cross it. He had not reached his present eminence in political affairs at the bitterest time in their history without making enemies. He has them in both extreme camps, among the irreconcilables of the Nationalists and the Communists. The former not long ago began openly to threaten him with the fate of Erzberger if he should further lend his influence to a settlement by understandings. They did not influence him one hair's breadth. The Communists are threatening him, today, but their threats have not affected his prospective programme.

A READY WIT.

Of other useful qualities the new Chancellor brings with him to smooth the rough path of his new office there may be mentioned originality, clarity, and energy. It might be expected that one who was so little inclined to be influenced by tradition must set up and justify some other standard. Originality has always been the distinctive feature of Dr. Stresemann's career. In his early days, when he went campaigning for the National Liberal Party in Saxony, he nearly wrecked his chances at the outset. He said he would "step out of the pattern," as the older members of the party complained. His readiness of wit in public meetings, his quickness to seize a new idea, and even to commit his party to it, were then strange and intolerable to German politicians. They are strange to-day, because few German politicians have the elasticity to embrace them, but they are not undervalued by many speakers who envy Dr. Stresemann his readiness of retort.

The verbal rapier is not a weapon suitable to the heavy German temperament, but when it comes to an exchange of wit Dr. Stresemann wields a very lively *Schlagwort*, as his opponents have good reason to know. He is one of the few speakers who can really hold the Reichstag, as Mr. Winston Churchill—the comparison is inevitable—can hold the House of Commons. Were there more like him the Reichstag might become a debating assembly and cease to be a mere lecture hall—to its great advantage.

To his qualities as an original speaker Dr. Stresemann adds the gift of clarity. His speeches and articles have been voluminous, and they leave no doubt as to where he stands. He has the gift of presenting his ideas in an orderly manner that greatly adds to their intrinsic value—due perhaps to his long training as an industrial organizer. With this goes great personal energy. His march forward is done at a hustling pace. Briskness and action are expressed in every line of his square figure, the impression perhaps being heightened by the blue, cooler suits and the glint of auburn hair as he dashes through the lobbies of the Reichstag.

MUCH CRITICISM.

Such a personality does not move in German political life without criticism, and it has never been gentle or sparing in his case. Success did not spoil him—it was not allowed to. Since the days when he took a hand—so it is said—in bringing down Herr von Bethmann Hollweg in the war, his opponents have accused him of being a thruster, a self-seeker, and a trimmer. Political life in Germany, and especially in Berlin, does not, as a rule, skim the dross from its epithets, and it had plenty for Dr. Stresemann, even before the war, when he represented the Left Wing of the National Liberals.

He was a great deal too liberal for the liking of a good many of his associates. It has been his fate to have every standpoint he has ever adopted criticized and analysed with an almost metaphysical scrutiny. He is in principle a monarchist, but would not have the monarchy return unless by the constitutional consent of the German people. This did not prevent him on a famous occasion from sending, on behalf of his party, a highly coloured telegram to the ex-Kaiser at Doorn.

His views on Socialism, which he would associate with citizenship in support of the modern State, were criticized by Socialists and *bourgeois* alike. So, too, his association with Stinnes, whose puppet he is often said to be. The critics have for years accused him of trimming his sails to the wind currents of popular opinion, and there are so many incidents

in his career to give colour to the accusation that it has become a legend. But those who have observed him in more recent times are inclined to the opinion that he has lately acquired deeper and more permanent views and is less swayed by the attractive course than he used to be.

A PARLIAMENTARIAN.

It would be useless and unkind to survey his chances of success in this, the last attempt to govern Germany by Parliamentarianism. It is at least being made by a sincere believer in Parliamentary government on the English model. The new Chancellor will not lack good wishes in the task he has undertaken, though whether they will be transformed into physical support when the struggle comes must remain to be seen.

Dr. Stresemann was born on May 10th, 1878, in Berlin. He studied history and political economy at the Universities at Berlin and Leipzig, and devoted the next few years of his life to organizing industry. He founded the Union of Saxon Industrialists and was for many years its secretary. He became associated with the National Liberal Party, and was first returned to the Reichstag in 1907. With a brief interval, 1913-14, his Parliamentary career has been unbroken. On the death of Bassermann in 1917 he became leader of the party. During the war he pursued strong annexationist aims, and when these hopes had fallen to the ground after the defeat and collapse of the German armies and the outbreak of the Revolution, he resisted the temptation to go over with his party to the Democrats and the German People's Party came into being. Under his leadership it has become perhaps the most serious force in German political life, largely by its association with the great industrialists. In later years his personality has had the effect of somewhat dividing it so that there is now a right, or Stinnes, wing, and a left, or Stresemann, wing. In the present crisis, however, the tendency seems towards cohesion.

## THE AMERICA CUP.

SIR T. LIPTON'S FIFTH CHALLENGE.

Sir Thomas Lipton, who left Liverpool for New York on August 11th, on the White Star liner *Cornwall*, announced that he had definitely decided to make a challenge for the America Cup in 1925. "It is a pity that the cup should remain in America now that they have nothing to fill it with," he added. "The yacht Sir Thomas proposes to sail in the 1925 race is to be built in Gt. Britain; but the question of its design is still under consideration. This will be his fifth attempt to win the cup. 'I have always been licked fairly and squarely,' said Sir Thomas, 'and the Americans have treated me well.' Sir Thomas has gone to New York to see that everything is ready for the return of the *Shamrock*, with which he intends to compete in the home regattas next year.

## KING'S PRIZEMAN

Capt. Ernest H. Robinson, late Royal Air Force, in this year's King's Prizeman, and winner of the gold medal and gold badge in the National Rifle Association competition at Bisley. By profession Capt. Robinson is a journalist.

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## THE MARK AND THE ROUBLE.

GERMANY AND A NEW CURRENCY.

The City Correspondent of the Observer

writes in the latest issue to hand:—

The mark has surpassed all previous records in violent fluctuations during the past week. Although it has not yet approached the depth reached by the Russian rouble, which at the end of 1922, before its disappearance from the list of quoted currencies, was as low as 220,000,000 to the £—it has become for all practical purposes just as valueless as a medium of exchange.

The original Russian currency was made exchangeable in 1922 into a new rouble at the rate of 100,000 to the £. At the beginning of 1923 another currency was introduced, 1,000,000 of the old roubles being made equivalent to one new rouble. The last issue of roubles having suffered, like its predecessors, from continuous depreciation, the State bank a few months ago issued notes based on gold, the unit being one gold Tchervonetz, equivalent to 1,275 of the 1923 roubles. It may be mentioned that this is a State bank note issue and not a Government currency, but in trading circles it is naturally preferred to the rouble because of its 50 per cent. gold backing.

The vicissitudes of the rouble afford some indication of what may happen to the mark. During the past week the quotation has been as low as 20,000,000 to the £, but a remarkable rally on Friday to 9,000,000 to the £ gave rise to the view that Germany still has the mark to some extent under control, though the further relapse yesterday to 17,000,000 to the £, does not seem to support this view.

In spite of a denial from Germany, the belief is strongly held in some quarters in the City that a new currency will be eventually established side by side and exchangeable with the old. A stable measure of value is urgently required by the German population, and the proposal to issue a gold loan of a nominal amount of 500,000,000 gold marks (£25,000,000) is therefore interesting. Apparently, the French Government is raising objection to the issue of any such loan, but it is obvious that if it should be possible to issue only a proportion of the nominal amount of the entire paper currency of Germany, the present rate of exchange would be absorbed. Such an outcome is hardly conceivable, but even a measure of success would result in the raising of the mark to some extent by the issue of the loan, which would be used as a temporary currency.

However, this is pure speculation, and it is difficult to see that anything really effective can be done until the political situation has been cleared up.

The tremendous deficit on the German budget has so far been adjusted by the output of Treasury bills, which, when discounted, have necessitated the printing of equally large quantities of paper marks. The support of passive resistance on the Ruhr makes further large calls on the Treasury, so that matters are going from bad to worse.

## WASTING MONEY.

Truth says:—In their report the Committee on Public Accounts tell the Board of Trade, in effect, that it ought to be ashamed of itself for devoting the taxpayers' money to paying a pension of £250 a year to a clerk dismissed the service and sentenced to three months' imprisonment for embezzlement. Private citizens would not so reward servants who steal their money. The Office of Works is criticised for its defective co-ordination between its different branches, as shown by the payment of £100,000 for a building at Pontypool for eleven years after it had been given up, and for the payment of over £10,000 for additional work on a tender which was originally only £930.

Three departments were concerned in a transaction by which a factory was handed over to the Ministry of Labour. There were stores worth £17,000 in the building, but none of the departments concerned had these stores entered up in their ledgers. The Air Ministry comes in for a good deal of criticism. It apparently made a present of £10,000 to a Dominion without Treasury authority, and it is reproved for cancelling an old contract and making a new one on a higher basis. The Air Force administration, or lack of it, is illustrated also by an interesting tale of two typewriters hired for £2. 10s. a month, for which rent was paid for one year and two years respectively after the necessity for hiring had ceased, the amount of public money frittered away being £120.

That, however, is a mere fleabite. The tale of the tug which could have been purchased for £9,000, for which £18,000 was paid in hire and which had to be purchased in the end for £6,000 in order to save the cost of refitting has been told before. The loss of £237,000 on the coal purchases by the Mines Department of the Board of Trade is another old story. Then there is the debt of over £1,000,000 to the Government over its deal in flux. What the loss will be is not yet known, but it is bound to be considerable, and this result is attributed to the failure of the Board of Trade to convey in writing an important decision to the Advisory Committee. Again, there is the matter of the subsidy under which £233,418 has been paid to the British-Italian Corporation for which the British Government has got nothing. The Committee's business is not merely to criticise and elucidate, and it is left for Parliament to call the parties responsible to account; so, of course, nothing will be done.

According to Mr. Henry Morgenthau, former United States Ambassador to Turkey, British, and not American, interests have control of the so-called Chester concession in Mesopotamia. As he understood it, he declared at the Institute of Politics, Admiral Chester never had American capital behind him. He had been used as a figure-head in the negotiations.

## NEW BRITISH HEAD OF THE B. A. T.

SIR H. CUNLIFFE-OWEN'S  
APPOINTMENT.

The new Tobacco King is Sir Hugo Cunliffe-Owen, who has succeeded Mr. J. B. Duke, an American, as chairman of the British-American Tobacco Company. It has been suggested that the appointment of Sir Hugo represents a valuable British point at the expense of America, and that British interests are still further strengthened by the alleged controlling power of the Imperial Tobacco Co. over the British-American Co. Sir Hugo Cunliffe-Owen, however, has explained in an interview that wrong conclusions had been drawn from purely accidental circumstances.

"There has been no fight for control at all," he said, "Mr. Duke has been a great friend of us all for many years, and we are all sorry he has retired. But for some years he has been expressing a desire to retire in order to enjoy a little leisure. We have always asked him to stay on, but now he prefers to get the leisure to which he is so thoroughly entitled after his busy career."

"There is no question whatever of any fight for control. Our whole organization consists of Americans and Englishmen, who work side by side on terms of the greatest friendship and goodwill. Our three vice-chairmen are all Americans, and my successor to the office held by Mr. Duke is the natural result of my work for 15 or 16 years as vice-chairman. I deprecate the drawing of wrong inferences from a quite simple change that has no significance whatever, and certainly cannot disturb the harmony that exists. Whatever feud may have been in existence 20 years ago, consequent on the enterprise of Mr. Duke and the reply of the British companies, is dead and buried. We are all firm friends now."

"What is the relation of the Imperial Tobacco Company to the British-American?" Sir Hugo was asked.

"The Imperial," he replied, "owns a large block of shares in the British-American."

"Would it be correct to call it a controlling interest?"

"Well, it all depends on the meaning of the term 'controlling interest.' The Imperial simply has a large block of shares in the British-American."

"Which will always speak for itself?"

"Exactly."

## READING A BALANCE SHEET.

Can you read a balance-sheet? (asks an Accountant, writing in the *Pull Mall Gazette*). The way in which the assets and liabilities of a company are set out conveys little to the layman unless he views it with the right "slant." Would you, therefore, be able to tell, from a balance-sheet sent to you with a view to investment, whether the present condition, and the future prospects of the concern were in a healthy state? The total of the assets side of a balance-sheet does not necessarily entirely represent realisable assets, which the company could turn into cash at short notice. There may be included, for instance, the value of the good will, or an item called "Preliminary expenses of the formation of the company," both of which are fictitious assets in the widest possible sense.

Again, the amounts at which the various assets are valued represent what those assets are worth to the business as a going concern. No balance-sheet could ever be drawn in such a way as to portray the result of putting the business on the market at the date at which it is prepared. Assets are usually marshalled in a balance-sheet in the order in which they could be converted into liquid cash. The common practice is for companies to place their "fixed" (or working) assets first, and their floating (or more liquid) assets last, while private businesses tend to reverse this order and start off with "cash."

Liabilities, strictly speaking, should be stated in the order in which payment could be enforced. The capital of the concern would on these lines come last, but it is the almost universal practice to place this at the head of the column. Where there is a bank overdraft or one or more of the assets which appear on the other side will usually have been pledged as security. And a note to this effect should normally appear on the face of the balance-sheet. There are still a few proprietors of businesses who cannot understand why the capital which they own in the concern should appear among the liabilities. They overlook the fact that the balance-sheet is that of the business, and that this business owes the amount of the capital to themselves.

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## THE EARTHQUAKE IN JAPAN.

### THE FIRE IN TOKYO.

#### LETTER FROM A RESIDENT.

Tokyo, September 3rd.

Tokyo is a city of the past and it may take decades to rise from its ashes to its former prosperity and importance. All Kanda, Nishinohashi-ku, Kyobashi-ku, most of Nishiya, Hongo, Fukagawa, Shibaku and all the lower part of Kojimachiku and the neighbouring parts of Hongo, Kojimachiku and Ushigome is one vast field of smoking, smouldering ruins almost evenly from four to five feet high with only here and there a remnant of or perhaps the four walls of a whole building standing out. But amidst this desolation, some of the latest and largest buildings have either escaped entirely unharmed or are only partly damaged, as Tokyo Station, the Kogyo Ginko, the Kaiji Building, Marunouchi building and some of the other solid buildings in Marunouchi, but by no means all parts near Hibiya. The Imperial Hotel is said to be entirely unharmed, but the Central Police Station and surrounding quarter of streets, and the Imperial Theatre are completely burnt out. All Giza and Tuiji are wiped out. Of the Imperial University in Hongo curiously only all of the solid centrally situated buildings are completely burnt out; the Department of Chemistry, Law, Literature, the big library, the Institutes of Pharmacology and Bio-Chemistry, Physics and others are gone, but the buildings for Bacteriology, Anthology, Pharmacy, History (near Akasaka) and especially all the wooden-built hospital escaped. This afternoon (Monday) when it began to rain, the patients lying under tents on every available grass plot, were being removed and one of the young assistant doctors told me with justifiable pride that not a single patient had died during these terrible days.

GOVERNMENT DEPARTMENTS DESTROYED.

Almost all the Government Departments were completely burnt down with probably but few papers saved, some are intact but I could not ascertain which. Of the large compound of the Mombusho, the buildings in which were entirely of wood, only the chimney stacks remain. The big parts of Tokyo have mostly escaped the fire and some of the residential suburbs the damage to the houses is even comparatively slight; damaged tiled roof and fallen brick chimney tops, however, are general. But the intellectual centres of Tokyo are for the present wiped out. There is no communication with the outside world except by walking ten or fifteen miles to the nearest working railway station or by the few motor cars, but gasoline is said to be running short. I hear that from to-morrow steam trains instead of electric cars will run between Idamachi via Shinjuku to Nakano and possibly the suburban line between Shinagawa and Ueno will partly be restored in a like manner. The existing stations, other public buildings, schools, etc., are filled with refugees. Until today's rain most people even in the suburbs are all in ruins. Yokohama is said to have fared worse on the report of a few strangers who walked through from there. Of the fate of the many Tokyo people still in Kamakura, Atami, Hakone etc. nothing is known, as none so far have returned. There is no bread and little rice in Tokyo, and other provisions are getting short. Saw stacks of flour and rice smouldering. Many people were pulling big lumps of ice through the streets on sleds iron from the ruins. I discovered that these came from the stores of the Nitto Ice Co. where the people dug them out from underneath the smouldering sawdust. In the city the street cars are all burnt on the tracks. There are no bread and little rice in Tokyo, and other provisions are getting short. Saw stacks of flour and rice smouldering. Many people were pulling big lumps of ice through the streets on sleds iron from the ruins. I discovered that these came from the stores of the Nitto Ice Co. where the people dug them out from underneath the smouldering sawdust. In the city the street cars are all burnt on the tracks. There are no bread and little rice in Tokyo, and other provisions are getting short. Saw stacks of flour and rice smouldering. Many people were pulling big lumps of ice through the streets on sleds iron from the ruins. I discovered that these came from the stores of the Nitto Ice Co. where the people dug them out from underneath the smouldering sawdust. In the city the street cars are all burnt on the tracks.

GENERAL IMPRESSIONS.

Of the fate of places south of Tokyo nothing is known. No motor cars can get to Yokohama, as the towns along the road are all in ruins. Yokohama is said to have fared worse on the report of a few strangers who walked through from there. Of the fate of the many Tokyo people still in Kamakura, Atami, Hakone etc. nothing is known, as none so far have returned. There is no bread and little rice in Tokyo, and other provisions are getting short. Saw stacks of flour and rice smouldering. Many people were pulling big lumps of ice through the streets on sleds iron from the ruins. I discovered that these came from the stores of the Nitto Ice Co. where the people dug them out from underneath the smouldering sawdust. In the city the street cars are all burnt on the tracks. There are no bread and little rice in Tokyo, and other provisions are getting short. Saw stacks of flour and rice smouldering. Many people were pulling big lumps of ice through the streets on sleds iron from the ruins. I discovered that these came from the stores of the Nitto Ice Co. where the people dug them out from underneath the smouldering sawdust. In the city the street cars are all burnt on the tracks.

## A SHANGHAI RESIDENT'S TRAGIC DEATH.

Mrs. S. R. Kerr, who with her young baby and sister Muriel were in Dushu at the time of the earthquake, arrived in Shanghai by the *Daiyoku*. She was accompanied by her brother Mr. H. L. Fardell, junr., who had hurried to Japan on receipt of the news of the great calamity.

A moving story of the death of Mrs. Kerr's father, Mr. H. L. Fardell, who was Langmuir Master for six years at Shanghai Public School, was told to a *Shanghai Mercury* representative. Mr. Fardell, along with his daughter, Mrs. Rowbottom, was killed in Yokohama when the earthquake struck that ill-fated city.

At the time of the earthquake, Mr. Fardell and his daughter were shopping in the main street of Yokohama, and their car was standing outside Thompson's, the chemists. Mrs. Rowbottom was inside the shop, and Mr. Fardell waiting in the car. The shop was completely demolished, and the body of Mrs. Rowbottom was never found. The debris of the fallen building having completely covered her, and all who were in the shop at the time. Mr. Fardell and his chauffeur were killed while sitting in the car, the wall of the adjacent buildings crashing down upon him. A search party, including his son, took two days to locate the body, which was found still in the car. It is supposed that he met his death by electrocution, as a high tension wire was drawn across his throat when the body was discovered. As the remains had been lying there for four days it was impossible to remove the body, so a burial service was conducted on the spot. Such was the pathetic end of one of Shanghai's most popular and respected citizens. It is not likely, said Mr. H. L. Fardell, junr., that the body of Mrs. Rowbottom will ever be recovered.

Fortunately for Mrs. Fardell she was home at the time the great calamity happened. Had she been with her husband, she must have met the same fate. Mrs. Fardell was sitting in her room at the time, and the shock of the earthquake caused her house to collapse. She had a wonderfully narrow escape as the whole floor of her room collapsed and she fell to the room below. Luckily, she was extricated without very serious injury, though her back has been hurt to the extent that she is now laid up in bed in her son's house at 220A, Buhling Well Road.

## A FURTHER LIST OF SURVIVORS.

We published yesterday a list of the foreign survivors brought away from Yokohama on the *Empress of Canada*. The list below is of the survivors who were brought away by the *President Jefferson*:

Mrs. L. Allison, Miss Edna Allison, Mr. Wm. Arab, Mr. E. Agardoff, Mr. B. W. Anderson, Mr. James Anderson, Mrs. Agardoff, Mr. T. W. Anderson, Mr. Kenneth Anderson, Mr. and Mrs. H. A. Burton, Mr. and Mrs. A. E. Batsman, Mr. and Mrs. F. I. Bantline, Mr. J. Becker, Misses E. H. Blum, Mr. J. R. Brown, Mr. P. S. Bartholme, Mr. Carl Berg, Miss C. Berkman, Lee Berkman, Mr. and Mrs. Berklund, Mr. W. G. Bell, Mr. and Mrs. C. M. Bell, May H. G. Brackley, Mr. and Mrs. Binder, Mr. Oscar Blanco, Mr. M. Brice, Miss A. F. Brune, Mr. S. H. Blates, Mr. W. Beck, Mr. V. Busigiu, Mr. W. Basil.

Mr. and Mrs. F. R. Carroll and two children, Mr. and Mrs. H. J. Collier, Geo. Christnacht, Mr. C. D. Campbell, Mr. and Mrs. C. J. Crossley and child, Mr. and Mrs. T. D. A. Cockerell, Mr. and Mrs. G. W. Colton, Marcus Colton, Mr. and Mrs. W. B. Cranah, Mr. and Mrs. C. Castelle, Mrs. G. Campant, Mr. and Mrs. W. B. Devin, Miss D. Devin, Mrs. Mary C. Dreher, Mr. Chas. Dreher, Miss Freida Dermeling, Mr. and Mrs. P. P. Daly and four children, Mrs. A. Demmonoff, Mr. J. B. Dixon, Jr., Mr. F. Debois, Miss A. Desbrosson, Miss Leontine de Bordes, Mr. and Mrs. R. K. Elliott, Mr. and Mrs. J. Enrique, and two children, Mr. and Mrs. E. Espiro, Mr. and Mrs. H. E. Esping, Mrs. E. Elagin.

Mr. M. S. H. Frank, Mr. J. P. Fish, Mrs. G. S. Freestone and two children, Mr. C. E. Fox, Mr. E. H. Fleishman.

Mr. A. H. Gavorozz, Mrs. C. Gavorozz, Mr. and Mrs. Gratton and four children, Mr. and Mrs. Gorchak and son, Mr. G. W. Gabaretta, Miss L. Gabaretta, Mr. R. Gabaretta, Miss Virginia Griffith, Mr. J. Goldmann, Mr. Joe Garriti, Mr. and Mrs. M. Greenkvielt and child.

Mr. R. M. Herakorts and son, Miss Jenn Heller, Mrs. Huah Horne and son, Mr. D. K. Hotaling, Mr. and Mrs. C. G. Hadden, Mrs. Thos. Hawkes, Mr. and Mrs. Hoefner, Mr. J. B. Hughes, Mr. J. B. Hudson and daughter Betty, Mr. and Mrs. R. N. Haskin, Mr. and Mrs. A. Henderson, Mrs. R. K. Henderson, Mrs. A. Hlebnikova and son.

Mr. and Mrs. Hlanes and daughter, Mrs. L. Howard Jenks, Mr. and Mrs. Arthur Jackson, Mr. J. F. Jordan, Miss Ruby Kasai, Miss Alice Kildoye, Mr. and Mrs. Kimura, Miss M. C. Knightley, Mr. J. K. Kauter, Mrs. Kopyloff and son, Mr. and Mrs. Kolita and two children, Mr. W. G. Kaylor, Mr. B. S. Livingston, Miss J. V. K. Lander, Mr. J. M. Lofin, Jr., Mr. B. E. Lawrence, Mr. Thomas Loayza, Mr. Milton K. Look, Mr. E. E. Levitsky, Miss K. Leander.

Mr. M. D. Morley, Mr. Robert McCormick, Mr. A. E. Mandell, Mrs. Edith Mandell, Mr. and Mrs. M. I. McCarthy, Master M. L. McCarthy, Jr., Mr. J. W. Myers, Mrs. Anna M. Mallory, Mr. and Mrs. F. C. Middleton, Miss Agatha Martin, Mr. and Mrs. A. D. Milmine and infant, Mr. and Mrs. F. E. McCorkle, Mrs. G. J. McCloy, Miss M. McCloy, Mr. R. Masugama, Mr. J. W. Moore, Mr. Joe Miller, Mr. C. E. Miller, Mr. and Mrs. J. M. B. Medina, Master Medina, Mr. J. M. B. Medina, Master Medina, Mr. F. H. Menas, Mr. C. Mesinoff, Mr. Ivan Mesinoff, Mr. and Mrs. R. McCleary, Miss La McCleary, Master Dick McCleary.

Mrs. G. S. Niven and infant, Mr. R. Naiman.

Mrs. F. Ogarkoff, Misses N. and C. Ogarkoff, Prince Valeri Oucosoff, Princess Olga Oucosoff.

Mrs. Anna R. Preston, Miss Ruth Pollard, Mr. Chas. Potter, Mr. and Mrs. Geo. B. Pierce, Mr. V. Pitzten, Mr. F. Pitzten, Mr. D. N. Perry, Mr. and Mrs. L. H. Peebles and daughter, Mr. Oldrich Prehaska, Mr. and Mrs. M. Pass, Mr. William Petrie, Pow Ming, Pow Mun, Master A. Preston, Mrs. E. Peperonig and three children, Mr. and Mrs. Picardo and two children, Mrs. Picardo, Mr. and Mrs. J. Quini, Miss E. Quini.

Mr. C. A. Repko, Mr. J. T. S. Reed, Mr. Gerardo Romero, Mr. and Mrs. J. D. Robb and three children, Mr. E. A. Rodgers, Mr. J. G. Royo, Mr. and Mrs. B. Roberts and two children, Mr. K. Rjensetky, Mr. and Mrs. G. Renkevitch and child, Mr. A. Ropyloff, Mr. and Mrs. G. Rollini, Miss Olga Rydnik.

Mr. and Mrs. Stempersky, Mr. H. M. Starr, Mr. S. Stern, Mr. K. Shimolara, Mr. Roger S. Stiles, Mr. and Mrs. L. Stonebrink, Miss Eloise Stevens, Mr. H. A. Seeburger, Mr. Paul C. Sorensen, Mrs. R. Shelley and two children, Mrs. Marta Sandberg, Mr. and Mrs. C. Stanton, Mr. and Mrs. Staverosky and baby, Mrs. Nickola Shetsoff and son, Mr. and Mrs. O. Shustroff, Mrs. V. Smolanioff and daughter, Mrs. Ellen Sokoloy, Mr. and Mrs. H. Salih, son and daughter, Mrs. Naali Shistonskai and son, Mr. J. H. da Silva, Mr. G. A. da Silva, Miss E. C. da Silva.

Mrs. Syme Thompson, Mr. and Mrs. Don Tindal and baby, Mr. Herman Thoreen and two children, Mr. H. M. Trezize, Mr. C. T. Thompson, Mr. H. Takahashi, Mrs. Tesmanitsky and two children.

Mr. C. Urusoff, Mr. B. Urusoff.

Mr. and Mrs. H. B. Van Brunt and two children, Baron and Baroness Viedinghoff, Baron Anatole Viedinghoff, Baroness Vera Viedinghoff, Mrs. E. L. Vest and child.

Mr. John S. Winch, Mr. E. H. Waugh, Miss J. Y. Walker, Mr. Wm. A. Wahl, Mr. Wm. Walcott.

Mr. and Mrs. Yarrington, Mr. Wier Yarrington, Mr. R. H. Young.

Mr. D. J. Zoletto, Mr. and Mrs. P. C. Zell.

Le Prince de Beaur et de Chalais, Miss B. de Beaur, Master G. de Beaur, Miss M. Bourrier, Mrs. G. Canyapant, Mr. A. T. Kheleni, Mr. Mike Kyonetsoff, Mr. Feodor Kalpogin, Mr. Paul Kameneff, Mrs. Anna Klonikoff.

The following is a further list of survivors who were brought to Kobe by the *Steel Navigator*:

Mr. G. Alcock, Mr. E. Alcock, Mrs. Alcock, Miss Alcock, Miss K. Ahbley, Mr. Arngilar, Mr. S. Asano.

Mr. S. Bruce, Mr. and Mrs. Buyers, Miss V. Bruce, Mr. F. Bruce, Mr. D. Boyne, Mr. and Mrs. Bhaghat, Mr. G. Blumherg, Mr. Bussmann.

Mr. and Mrs. F. Christen and daughter, Mrs. F. Cameron, Mrs. A. Cabeldu, Mr. and Mrs. W. Cabeldu, Master Cabeldu, Mr. and Mrs. Carter, Mr. R. F. Crawford.

Mr. and Mrs. P. Dentici and son, Miss V. Darrell, Mr. J. Dolan.

Mr. R. Ericson.

Mr. and Mrs. W. L. Farnham and three children.

Mr. F. Golden, Mr. and Mrs. J. Graciani, Mr. R. J. Graciani.

Mr. and Mrs. Holly and daughter, Mr. G. Helion, Mr. N. G. Howison, Mr. and Mrs. H. Hofer, Mr. H. Hanchel, Mr. R. Hoffmann, Mr. E. Hendelsohn.

Mr. R. Irwin.

Mr. J. F. James and two daughters, Mr. B. Judgna.

Mrs. Olga Krynska.

Miss E. Laffin, Miss Mary Laffin, Miss Myrtle Laffin, Mr. and Mrs. F. L. Laffin, Mr. Hisey Lehman.

Mr. A. D. Macdougall, Mr. and Mrs. D. McRae and son.

Miss Nakayama, Mr. W. Nason.

Mr. C. H. Owen.

Mrs. L. Pollard, Miss P. Pollard, Mr. and Mrs. A. L. Piper, Mrs. Pigott and two daughters.

Mr. V. Schmotin, Mr. R. G. Schlaff, Mr. H. Strand.

Mr. A. Totland.

Mrs. S. H. Vile and daughter.

Mrs. S. J. Wardell, Mrs. Waddell and four children, Mr. P. A. Walker, Miss A. Watt, Miss J. Watt.

## PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a transect the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central—Advz.

## A CHAPTER OF MISFORTUNES.

### AMUSING ACCIDENT ON THE PRAYA.

A remarkable series of accidents occurred at the Western end of the Praya yesterday evening, at the bend where the trains first touch the seafloor after leaving the West Point locality. A car was coming round the curve in an easterly direction. A coolie was standing clear off the line by about six feet, and about a couple of feet from the edge of the sea wall. A motor car also rounded the bend in an easterly direction, and swerved to the offside of the tram-car. The coolie, who previously had been staring vacantly into space, was startled by the hooting of the car's horn, and jumped back hurriedly. As he jumped he dropped a bamboo pole he was carrying on to the leg of another coolie. The latter was hurt, and turned round giving the first man a push. This last individual was standing on one leg only, since he was still in the motion of stepping backwards, and the push made him lose his balance altogether. He was seen to disappear over the Praya, and apparently into the sea. He did not, however, fall into the water, but was lucky enough to fall into the bows of a sampun, hitting, as he did so, a sampan woman on the shoulder, and causing her to drop a tin of hot rice into the Harbour. She was not very much hurt, but her anger was roused, and she set about the coolie with an oar. The latter was unharmed, since the woman had broken his fall, and he quickly climbed a ladder back on to the Praya. The last seen of him was a swift pair of heels, his flight being followed by the vituperations of the sampan people.

## SPEEDING ON A MOTOR CYCLE.

### MR. H. W. CHANEY CAUTIONED.

Mr. H. W. Chaney, of Messrs. Palmer and Turner, appeared at the Magistrate's yesterday morning charged with driving his motor-cycle at an excessive speed in a control area, and with failing to reduce his speed when rounding a corner and not sounding his horn.

Sergeant Nicoll stated that he was driving a police machine with the Traffic Inspector, Mr. Kent, in his side-car, when he saw the defendant at the junction of Bonham Road and High Street. This was at about ten minutes to one in the afternoon of September 2nd, and Mr. Chaney was approaching the bend from the East. He was travelling at about twenty miles an hour, and witness did not hear him sound his horn. The police machine had to swerve sharply to the left in order to avoid a collision.

Evidence was given by the Indian constable on point duty at the junction, who stated that Mr. Chaney was going at an excessive speed, and did not sound his horn. Witness signalled him to carry on. Mr. Chaney: Why did you signal me on when he thought I was going at an excessive speed? Surely it was his duty to stop me!

Witness later stated that had he not signalled Mr. Chaney on, there would almost certainly have been an accident. Defendant put it to the Court that it was almost impossible for him to take a right angle curve at a speed of twenty miles an hour, especially as he had his wife on the carrier. He went on to say that he had to sound his horn three times when he was twenty or thirty yards away from the corner before he could get the attention of the Indian. He suggested that the noise made by the sergeant's machine—a twin cylinder cycle—prevented the rider from hearing witness's horn when it was sounded.

Sergeant Nicoll stated that had the defendant sounded his horn it was most probable he would have heard it.

Mr. Chaney was cautioned for speeding, and fined \$5 for failing to reduce speed at the corner, and not sounding his horn.

## THE EMMIGRANTS' EXCUSE.

### IGNORANCE PLEA IN ARMS CASE.

A Chinese emigrant, recently returned from the United States, was charged at the Magistrate's yesterday before Mr. J. R. Wood with being in illegal possession of 820 rounds of ammunition. The ammunition was found by the police in the man's luggage.

Mr. F. C. Jenkin appeared for the defence, and pointed out to his Worship that there had been no attempt at concealment, and the reason for this was that defendant was ignorant of local regulations. He purchased the ammunition in Market Street, San Francisco, and no police formalities were required of him there.

In imposing a fine of \$50 his Worship said he took into effect the defendant's legal expenses in the case.

MERCY FOR AGE.

Found guilty of being in illegal possession of a revolver and 234 rounds of ammunition, another Chinese was fined \$500. This man also was a returned emigrant from America.

Mr. T. C. Bennett, defending, pleaded that the defendant knew nothing of local regulations. He asked his Worship to have regard to the fact that defendant was an old man, and that he had been detained in gaol for a week already.



## THE SHIPPING CONTROL CONTROVERSY.

## COLONIAL SECRETARY'S REPLY TO SHANGHAI CRITICS.

The *Nat. Daily News* of the 12th inst. publishes the following letter from the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E., Colonial Secretary, Hongkong:

Sir,—The letters of August 14th and 17th, from Mr. Moller and Mr. Burkill, make it evident that their disagreement with the Hongkong Government on the shipping control question is based, to a certain extent at least, upon a misunderstanding, and I therefore ask the hospitality of your columns to explain the situation as the Hongkong Government sees it.

I may in the first place take the opportunity to express the pleasure with which I have read the very kind references to myself in both letters.

I had missed the significance of previous statements regarding the use of the ships in aid of defence of the Colony, but Mr. Moller and Mr. Burkill have now made it clear that they are under the impression that the Governor commended them under the Order-in-Council of 1890, which permitted him to "require any person to supply any animals, vehicles, ships, boats, or other personal property to the Government, if such property be required in aid of or in connection with the defence of the Colony," and, being under that impression, Mr. Moller and Mr. Burkill resent the use which was made of certain of the ships, notably the *Wallacea*, claiming that, although they were ostensibly taken in aid of or in connection with the defence of the Colony, they were in fact employed solely for purposes of profit making.

But the Governor did not requisition the ships: the ships were not taken in aid of or in connection with the defence of the Colony, but were to be used, if not otherwise required, on the owners' ordinary business; and the Order-in-Council never came into the matter at all.

## ORGANIZING THE MERCANTILE MARINE.

As the war progressed, the increasing losses of tonnage emphasized more and more the vital necessity of organizing the British Mercantile Marine, in order to ensure that every ship should be used in the most economical way to meet the most pressing needs, and to enable the Shipping Controller to take with the least possible delay any vessels that might be directly required for war purposes. The Imperial Government accomplished this end by means of the Limer Requisition Scheme, which was applied in the spring of 1918 to all vessels of United Kingdom registry on Indian and Far Eastern Services, as for example the ships of the Indo-China and China Navigation Companies, and was extended in the spring of 1919 to all vessels of Singapore, Hongkong, and Shanghai registry. The Hongkong and Shanghai vessels were requisitioned by the Admiralty, were put under the control of Colonel Thomson as agent for the Shipping Controller, and were handed over to the Hongkong Government to manage. The Shipping Controller similarly handed over ships to the Peninsular and Oriental Company and other parties to manage; making use of the men and machinery on the spot instead of sending out men who already had more work than they could cope with at home.

The Hongkong Government obeyed orders—it was the Spring of 1918, a most critical period in the war—without argument as to the legal authority under which the Imperial Government was acting, and, when the owners' solicitors asked what the authority was, the Hongkong Government, not knowing the answer, referred them to the Imperial Government, stating that it was managing the ships on behalf and under instructions from the Imperial Government.

## LIMER REQUISITION SCHEME.

The general policy of the Limer Requisition Scheme, as regards both vessels registered at home and vessels registered in the Far East, is outlined in the Colonial Secretary's letter of March 3rd, 1913, which is quoted in full by Mr. Moller in his recent letter. "It has been decided to bring under Government control all steamers flying the British flag which have not been requisitioned for Imperial services and which are not under the control of His Majesty's Ministry of Shipping in London. Your vessel will be brought under Government requisition and control, similar to that of vessels under the Home Limer Requisition Scheme. It is intended that so far as practicable, you should run your vessels as for yourselves, though on Government account, where your business is that of a regular, established line, it is not the desire of the Government to interfere with the nature of it or with your method of conducting it except in so far as national interests might require. The general intention is that, subject always to the instructions of the Shipping Control Committee, you should run your vessel as for yourselves, though on account of the Government, who confidently look to you to conduct the business with as much zeal and care as if your own interests were still involved."

It will be seen, and Mr. Moller who quotes these instructions should surely have realized, that there was no suggestion that the ships were commandeered in aid of or in connection with the defence of the Colony. I think that Mr. S. T. Williamson, Chairman of the Shipowners' Protection Association, will bear me out when I say that the Government gave all information in its possession to every inquirer, without reserve, and perhaps, if Mr. Moller and Mr. Burkill had been resident in the Colony at the time, there would have been no misunderstanding regarding the purpose of the Scheme, the method of requisitioning, war risk insurance, and kindred matters.

## THE FINANCIAL SIDE.

As regards the financial side of the question, the continual taking of vessels for war purposes resulted in an ever-increasing shortage of shipping for ordinary trade, and freight rates soared rapidly. The Imperial Government decided that it was unfair that owners, whose ships had not been taken for war purposes, should reap the benefit of a rise in prices, which was due solely to the compulsory withdrawal of competing ships and was not the result of individual enterprise, and it decreed that there should be equality of treatment for all. All were to be paid on the same basis, and no owner was to be allowed to profit at the expense of the others. The Hongkong Government was not asked to express an opinion on this matter. It was definitely ordered, and the point was reiterated as a result of subsequent representations, that the remuneration of the ships which it managed must not be appreciably higher or lower than that of competing vessels registered and owned in the United Kingdom. The rates to be paid were known as Blue Book rates, with Eastern allowance, and the adequacy of this payment in ordinary circumstances may be judged in the light of Mr. Burkill's admission that the Hongkong Government gave him \$15,010 a month for the *Patriot*, which at date of requisition was chartered for \$12,000 a month. The Hongkong Government cannot agree that any owner suffered loss as a result of the scheme. It has been pointed out in my report that Mr. Moller received between \$300,000 and \$400,000 in respect of the broken charter of the *Castlefield*, and that Mr. Burkill never claimed any loss in respect of his ships.

## THE LESS FAVOURABLE TREATMENT.

The Hongkong Government has from the commencement maintained the position that most of the local owners received less favourable treatment than was accorded to owners under the Imperial Scheme, for the reason that the locally managed vessels were for the most part older than competing ships and cost more in marine risk insurance, coal, and repairs, and in maintenance generally. The Imperial Government has informed the owners that it is prepared to receive further representations under this head, but it has warned them that any concession which the Hongkong Government may wish to suggest must be reviewed at home by the various departments interested in the matter, before any undertaking can be given.

The management of the Hongkong ships resulted in a large profit and similarly ships under direct control from home brought in a large profit. The Imperial Government ordered that these profits must be retained by the community, and it enforced its order by the Indemnity Act at home and by the Indemnity Ordinance in Hongkong. The ultimate disposal of the money held in Hongkong has not been decided upon, but it is the intention to use it either for the benefit of shipping in Far Eastern waters or directly for the benefit of the Imperial Government.

With regard to the Indemnity Ordinance: Mr. Burkill asks why, when the owners brought their action in December, 1919, did not the Hongkong Government non-suit them by defending the action and proving that it should have been brought against the Imperial Government. This is exactly the course which the Hongkong Government proposed, but the Imperial Government decreed otherwise. Mr. Burkill was personally informed at the Colonial Office that "the Indemnity Ordinance was not a device of the Hongkong Government to meet their own special difficulties, but was passed on the instructions of His Majesty's Government, as similar Ordinances were passed in Colonies similarly situated, and were intended to carry out the deliberate intention and decision of His Majesty's Government that shipowners in Hongkong and elsewhere in the Colonies must not be placed in any way in a more favourable position than shipowners in this Country. It was only for technical reasons, not specially affecting Hongkong, that it had been decided not to apply the Imperial Indemnity Act to the Colonies."

The Hongkong Ordinance was a piece of Imperial policy, and it was inconceivable that it should be disallowed. Mr. Burkill objects to the use of the *Wallacea* on the Singapore-Rangoon run at \$110,000 a month and he states that the right course would have been to hand the ship back to the original rice charterers at \$10,000 a month. But, in accordance with the Imperial Government's instructions, the owners were to run the ship as if for themselves: the owners introduced and pressed for acceptance of the \$110,000 charter, wishing no doubt to get their 5 per cent. commission on the larger instead of on the smaller sum; other arrangements had been made for the necessary supply of rice; and the Singapore-Rangoon charter enabled the Hongkong Government both to comply with a request from the Singapore Government to supply coals to raise tin for war purposes, and also to keep open the important Rangoon connection.

## A SINGAPORE ACTION.

Mr. Moller and Mr. Burkill refer to a suit successfully brought by the Eastern Steamship Company in Singapore against the Government of the Straits Settlements: they describe this action as being similar to the *Wallacea* action; and they suggest that the decision in Singapore influenced the policy as to the Indemnity Ordinance in Hongkong. There was no similarity between the two actions. The Eastern Steamship Company refused to operate their vessels under the Limer Requisition Scheme; the Governor thereupon requisitioned them with an intention that they would be removed from the Company's management; and the Court found that this expropriation, in the form in which it was carried out, was not in exercise of any of the powers conferred upon the Governor. In Hongkong no owner refused to run his ship under (Continued at foot of next column.)

## SPORT.

## LAWN BOWLS.

## INTERESTING MATCH AT THE KOWLOON BOWLING GREEN.

What was perhaps the most interesting match of the series of Interport friendly games played in Hongkong during the last week, was played last night at the Kowloon Bowling Green Club. True the Shanghai bowlers suffered another defeat—the most decisive one they have had (28-17)—at the hands of the Bowling Green Club, but they did not suffer disgrace. Bad luck seems to have dogged their footsteps right from the word "go" and yesterday it was especially noticeable. If they had a good lay they were sure to lose it in a most unfortunate manner. And the big margin of 11 points does not by any means signify that the Kowloon Bowling Green men were so much better than their opponents. Undoubtedly they were good but so were the Shanghai men and taking the game all round there was nothing dull or poor about it. The green was helpful to the players and where the home men seemed to have the advantage was on the long heads, which suited them admirably and there were plenty of them; whilst the shorter heads—the Shanghai favourite—were not so plentiful.

To come to the run of the play, collectively and individually both teams were good. Barr and Guy, the Nos. two and three respectively for Kowloon, were just a little unsafe at times. All the others were steady. Individually the outstanding player yesterday was Tomlinson. Throughout the week he has consistently shown good form and yesterday there was a continuance of this. Cheetham and Crawford had some keen tussles and both of them found the jack several times. Tomlinson experienced no difficulty in holding Barr whilst Shaw was just a little better than Guy but at times he was inclined to be a little on the heavy side. Both Skips were about on a par but Veitch had to make risky drives now and again to try and straighten out some misfortune or mishap which would keep cropping up. Russell could be relied upon to lay a good "wood."

The game opened in a sensational manner. Shanghai could not score and at the eighth ball they had only two shots to their credit as against the Kowloon men's nineteen. They got three of the next four heads (5-21) and the spectators looked for rapid levelling out of things, but the luck would not come. At the fifteenth head by getting a much needed three the score stood at (8-23). Then going a little better in the last six heads, getting the advantage in four out of the six. In the last head by means of a drive (a means much resorted to by the Shanghai men in the latter part of the game) Shanghai scored four shots which made things look a little better on paper.

The teams were:

SHANGHAI				KOWLOON B.G.C.			
Cheetham	Tomlinson	Shaw	Veitch (Skip)	Crawford	Barr	Guy	Russell (Skip)

The progressive scores were:

SHANGHAI				KOWLOON B.G.C.			
No. of head.	Shots.	Total.	Shots.	Total.	No. of head.	Shots.	Total.
1	—	—	—	—	1	5	5
2	—	—	—	—	2	7	7
3	—	—	—	—	3	13	13
4	2	2	—	—	4	13	13
5	—	—	—	—	5	13	13
6	—	—	—	—	6	13	13
7	—	—	—	—	7	13	13
8	—	—	—	—	8	13	13
9	1	3	—	—	9	13	13
10	2	5	—	—	10	13	13
11	—	—	—	—	11	21	21
12	1	6	—	—	12	21	21
13	—	—	—	—	13	23	23
14	—	—	—	—	14	23	23
15	3	9	—	—	15	23	23
16	1	10	—	—	16	23	23
17	—	—	—	—	17	26	26
18	2	12	—	—	18	26	26
19	—	—	—	—	19	26	26
20	1	13	—	—	20	26	26
21	4	17	—	—	21	26	26

(Continued on next column.)

the Limer Requisition Scheme, and the Governor never requisitioned a single vessel. Details of the Singapore action did not reach the Hongkong Government until some months after the Indemnity Ordinance was decided upon, and the Hongkong Government's policy was not affected thereby in any way whatsoever. Mr. Moller calls me to task for criticizing in my report his use of the word "almost." He claims that he used the expression "almost immediately" and that I "omitted and overlooked the all important word 'almost'." The word "almost" does not occur in the published report of Mr. Moller's speech, and I take exception to his action in putting the blame of omitting it upon me.

## NO SHIELDING.

It has been suggested that the Hongkong Government is shielding itself behind the Imperial Government in the sense that it admits that some injustice has been done, for which however the Imperial Government is to blame. The Hongkong Government shields itself behind nobody. It has published a plain statement of facts and it now adds the expression of its opinion that, so far from there being any question of blame, the policy adopted although distasteful to a few individuals, was manifestly right and in the interests of the Empire as a whole.

What would Mr. Moller and Mr. Burkill have? Their ships did not even belong to an old-established line, but were acquired after the outbreak of war, and why should they, secure from the perils of the war in far-off Shanghai, be chosen out from all other British shipowners to reap the results of others' sacrifices—I am, etc.

A. G. M. FLETCHER.  
Colonial Secretary's Office,  
Hongkong, September 6th, 1923.

A team representing the Royal Hongkong Yacht Club Bowling Section will meet the Shanghai Interport team on the Yacht Club's rink at 4 p.m. on Friday. The following will represent the Yacht Club: W. Adamson, T. H. G. Brayfield, A. L. Shields (or C. V. Mark) and G. R. Edwards (Skip).

## FOOTBALL.

## COUNCIL MEETING OF THE H.K.F.A.

A Council meeting of the H.K.F.A. was held at Victoria Barracks on Monday evening, when the following were elected to serve on Committees:—

Appeals Committee.—Capt. Barrett, R.G.A., Pymr.-Lt. Hargreaves, R.N., Messrs. H. M. McTavish and F. Smith with the Hon. Secretary, H.K.F.A.

Referees Committee.—Messrs. F. Smith, G. Wright, H. M. McTavish and R. M. Omar, Y. of S. Morris, R.N., and R.S.M. Cook, R.G.A. with Mr. G. T. May (Secretary).

## LEAGUE FIXTURES.

The following are the opening matches in the Hongkong Leagues:—

SATURDAY, SEPTEMBER 29TH.			
Division I.—Kick-off, 5.15 p.m.			
H.M.S. <i>Diomedé</i> v. H.M.S. <i>Tamar</i> , Navy "A" ground.			
Kowloon v. King's Regt., Kowloon ground.			
Hongkong Club v. Hongkong Police, Club ground.			
Division II.—Kick-off, 4 p.m.			
St. Joseph's v. <i>Diomedé</i> Reserves, St. Joseph's ground.			
Club Reserves v. King's Reserves, Club ground.			
South China "A" v. South China "B," South China ground.			
Tamar Reserves v. Kowloon Reserves, Navy "A" ground.			
R.G.A. Reserves v. Sacred Heart, Sookunpoo "A" ground.			
SATURDAY, OCTOBER 6TH.			
Division I.—Kick-off, 5 p.m.			
H.M.S. <i>Tamar</i> v. H.M.S. <i>Diomedé</i> , Sookunpoo "B" ground.			
King's Regt. v. Kowloon, Sookunpoo "A" ground.			
Hongkong Police v. R.G.A., Kowloon ground.			
Division II.—Kick-off, 3.45 p.m.			
Club de Recreo v. St. Joseph's, Kowloon ground.			
H.M.S. <i>Diomedé</i> Res. v. South China "B," Sookunpoo "B" ground.			
King's Reserves v. South China "A," Sookunpoo "A" ground.			

Owing to the Gymkhana taking place on October 6th it was decided that no football should be played at Happy Valley on that date.

## COMPANY MEETING.

## THE SANDAKAN LIGHT AND POWER CO., LTD.

The annual meeting of the Sandakan Light and Power Co., Ltd., took place at the Company's offices, St. George's Buildings, yesterday forenoon.

The chair was taken by Mr. W. A. Adamson, those present being Messrs. W. J. Hawker (of the Consulting Committee), A. L. Shields, J. Topping, F. J. Travassos, A. A. Botelho, H. H. Taylor, and Tse Tsun Tai (shareholders) and the Secretary (Mr. S. F. Chubb).

Proposing the adoption of the report and accounts, the CHAIRMAN said:—These accounts show a loss of \$17,733.36 and for the same reason as was given you on a previous occasion, viz., the heavy interest on borrowed funds. I am glad, however, to be able to report that the loss on working account is half what it was for the previous year, that is, \$4,245.50. For the current year this account will show a profit. The cost of coal has proved a handicap, for whereas when we decided to inaugurate the Company coal was quoted at \$8.50, it has in the interval risen to \$14.50. To reduce our cost in this direction we have installed a sawdust furnace which has effected a considerable saving, but, as it has periodically to be shut down for cleaning, we have so far been unable to dispense with coal to the extent we should like. However, this should be accomplished when the second furnace, now nearing completion, is in working order, and thereafter it will only be necessary to have coal on hand in case of emergency, such as when very heavy rains make it almost impossible to get sawdust. We have now all the plant we at present require, and we do not anticipate any further expenditure in this direction for years to come. The units sold for power show an increase of 250 per cent. over the preceding year, due largely to the ice factory having adopted electric drive. We cannot expect any such increase during the current twelve months unless the timber companies make further demands for electrical power. The consumption for light purpose has gone up only ten per cent., owing to bad times having induced consumers to economize in this direction, and also to the slow growth of the town.

The CHAIRMAN then proposed the adoption of the report and accounts.

Mr. SHIELDS seconded, and the motion was carried.

Mr. Topping proposed, and Mr. TAYLOR seconded, that Messrs. W. J. Hawker and Tong Hok Ting be re-elected to the Consulting Committee.

The motion was carried. Messrs. Percy Smith, Seth & Fleming, together with Messrs. Lowe, Bingham & Matthews, were elected auditors. This concluded the business of the meeting.

## CHIVER'S FRUITS

ARE

ALWAYS IN SEASON,  
ALWAYS IN DEMAND,  
AND  
ALWAYS IN FAVOUR.

ENGLISH DAMSONS	in Syrup	...	\$0.70
GOOSEBERRIES	"	"	.80
BLACK CURRANTS	"	"	1.60
RASPBERRIES	"	"	1.65
STRAWBERRIES	"	"	1.20

## LANE, CRAWFORD, LTD.

## No. 1 EXTRA FINE OLD BRANDY.

## THE "SHARK" BRANDY.

Per bottle, including duty	...	\$ 2.00
" 1/2 "	...	1.25
" CASE	...	24.00

Bottled by Boutillier, Delauriers & Co.

## LANE, CRAWFORD, LTD.

## JUST ARRIVED.

JAZZ FLAGEOLETS.	SIREN WHISTLES.
CUCKOOS.	CRACKERS.
CLARINET REEDS.	OBOE REEDS.
OBOE REED CANE.	REED CASES.

## MENDING TAPE.

For BINDING AND MENDING MUSIC.

## HIDERSINE RESIN.

For VIOLIN, CELLO, AND BASS.

BANJO VELLUMS. ETC. STRINGS.

## ANDERSON'S.

**Wm. Powell Ltd.**  
TELEPHONE C. 3146.

## GENTLEMEN'S TAILORS

(Hongkong Hotel Buildings).

## A GENTLEMAN

has been described as ONE WHO PUTS MORE INTO LIFE, than HE TAKES OUT OF IT.

Our Tailoring Ideals are to put more into Clothes than the Price entitles the Wearer to expect. That is why, judged by the most critical, our TAILORING is found to lead in QUALITY and WORKMANSHIP.

## NEW AUTUMN STYLES

NOW SHOWING.

PRICES FROM \$55. SATISFACTION GUARANTEED.



## NEW ADVERTISEMENTS

## NOTICE

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on TUESDAY, the 19th INSTANT.

C. THORNE,  
Commissioner of Chinese Customs,  
Kowloon and District.  
York Buildings,  
Hongkong, 18th September, 1923. [1318]

## HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of MEMBERS will be held in the CITY HALL on FRIDAY, 23rd INST., at 5.45 P.M.

By Order,  
D. K. BLAIR,  
Hon. Secretary,  
Hongkong, 17th September, 1923. [1314]

## HONGKONG JOCKEY CLUB.

MEMBERS are Reminded that Entries for the FOURTH GYMELINA to be held on the 20th and 21st OCTOBER, 1923, CLOSE on SATURDAY NEXT, the 23rd INST.

## NOTICE

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on FRIDAY, 25th DAY of OCTOBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 5th October, 1923, both days inclusive.

By Order,  
M. MANUK,  
Secretary,  
Hongkong, 18th September, 1923. [1327]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of Sept., 1923, at 3 P.M., at the Offices of the Public Works Department by Order of His Excellency the GOVERNOR, of one lot of CROWN LAND at Shamshuipo in the Colony of Hongkong, for a term of 75 years, commencing from the 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's KINGS, for a further term of 24 years, less three days.

## PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Area	Approx. Value
1	1/2 Sec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	1,173.36	2,173.36

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## PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Area	Approx. Value
1	1/2 Sec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	22,800.112	7,400

## OFFICES TO LET.

GOOD OFFICES in No. 1, DUNDAS ST., 4 Rooms on Top Floor, Use of Lift. Apply Box No. H.E. 6, c/o Daily Press Office. [1316]

## TO LET.

OFFICES at No. 10, BEE VALLEY ROAD CENTRAL. Suitable also for Godown, Garage, or Printing Establishment. Apply to THE BANK OF EAST ASIA, LTD. [1312]

## TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF GANTON, LTD.

## INTIMATIONS

## NOTICE OF REMOVAL

THE Office of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 18th July, 1923.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN That the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 2nd OCTOBER, 1923 (both days inclusive). Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 2nd prox.

By Order of the Board,  
E. COCK,  
Acting Chief Manager,  
Hongkong, 17th September, 1923. [1317]

## DOUGLAS STEAMSHIP CO. LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, Des Voeux Road CENTRAL, on TUESDAY, the 2nd of OCTOBER, 1



## CABLES.

[THROUGH REUTER'S AGENCY.]

REVOLUTION IN PALESTINE.  
RISING ANTICIPATED BY THE GOVERNMENT.

JERUSALEM, September 17th.  
The extent of the rising in Trans-Jordan is minimised in a Palestine Government communiqué stating that the unrest and disaffection which have existed for some time in the southern section of the Adwan tribe culminated on September 10th by a force of tribesmen cutting communications between Esalt and Amman and holding up traffic through Trans-Jordan.

Government forces arrived on September 17th and dispersed the rebels.

## EARLIER CABLES.

EMIR ABDULLAH'S CAMP  
ATTACKED.

JERUSALEM, September 17th.  
It is authoritatively reported that a revolution has broken out in Trans-Jordan against Emir Abdullah, whom the British Government recently granted control of territory which geographically is part of the Palestine mandate but has been made the stepping stone of the British policy of facilitating the formation of an independent Arab confederation. Abdullah who is a son of King Hussein and a brother of Emir Feisal led armies during the war against the Turks. Abdullah's official organ recently fore-shadowed a campaign for the establishment of a Caliphate in Mecca, claiming the right to settle the personality of the Caliph on the ground that the Arabs were at the present day the guardians of Islam.

Adwan and Belka tribesmen who attacked Abdullah's camp are reported to have sustained heavy losses.

## REBELS ROUTED.

JERUSALEM, September 17th.  
Abdullah's troops have quelled the revolution in Trans-Jordan.

The revolutionaries were routed after a fierce engagement and fled leaving 82 dead, including some chiefs.

CIVIL DISOBEDIENCE  
FAVOURABLE BY INDIAN NATIONAL  
CONFERENCE.

DELHI, September 17th.  
A joint Hindu-Muslim sub-committee of the national Congress, formed to suggest means to improve communal relations, advises the formation of committees to draw up a national pact and make a tour of investigation in riot centres.

The Congress subjects committee carried a resolution in favour of organising civil disobedience. At a separate conference native states delegates passed a resolution urging representative constitutions for native states.

## LATEST CABLES.

BOYCOTT AGAINST BRITISH  
GOODS.

DELHI, September 17th.  
The Congress Committee has passed a resolution by 43 votes to 28 in favour of boycotting British Empire goods as a protest against the Kenya decision. They appointed a committee to make the boycott effective.

## EARLIER CABLES.

A TOWN IN FLAMES.  
HUGE FIRE IN CALIFORNIA.

BERKELEY, September 17th.  
A great fire is raging and hundreds of homes including those of more than half the faculty of the University of California are destroyed. Dynamite is being used in a desperate effort to check the flames which are spreading to the business section of the town.

LATEST CABLES.  
STUDENTS CRUSHED TO DEATH  
IN BURNING BUILDING.

Two students at the California University were crushed to death beneath the roof of the burning building. Many persons were injured and 600 buildings have been destroyed. Over 2,400 people are homeless.

The damage is estimated at \$10,000,000. Only a sudden change in the wind saved the entire city and university buildings from complete destruction.

Berkeley is a town in Alameda County, California. It is a popular residential district for San Francisco, which is seven miles distant across the San Francisco Bay. It is the site of the University of California, established in 1873, and of numerous denominational theological colleges and seminaries. The population in 1914 was 40,500.

## LATEST CABLES.

PRINTERS' LIGHTNING  
STRIKE.

HIGH NEW YORK DAILY NEWS  
PAPERS FAIL TO APPEAR.

NEW YORK, September 17th.  
The big daily newspapers failed to appear to-day as the result of a lightning strike of printers.

SOVIET INQUIRIES IN  
LONDON.

COMMUNISTS WANT TO BORROW  
MONEY.

LONDON, September 17th.  
The Russian Press states M. Rakovsky (Soviet Representative in London) has been charged to sound the British Government as to whether England is prepared to fully recognise the Soviet Government if the National Assembly be convoked and passes a vote of confidence in the present rulers; also to enquire whether Moscow might then hope to raise a loan in Great Britain.

EARTHQUAKE AT MALTA.  
SEVEREST WITHIN LIVING  
MEMORY.

MALTA, September 17th.  
The severest earthquake within living memory shook the buildings terribly, including churches which were filled with people attending Mass.

No damage has been reported up to the present.

## EARLIER CABLES.

EARTHQUAKE IN  
CALIFORNIA.

SOME SHARP SHOCKS RECORDED.

EUREKA, September 17th.  
A sharp earthquake shock was experienced to-day. It began with mild vibrations which increased in violence and then ended abruptly.

ITALO-GREEK SETTLEMENT.  
LARGELY DUE TO L.O.N.  
INTERVENTION.

GENEVA, September 17th.  
After dispatching a formal acknowledgment of the Conference of Ambassadors' note regarding the Italo-Greek dispute the Council of the League heard a statement by Lord Robert Cecil largely attributing the satisfactory settlement to the intervention of the League. M. Branting regretted that the Council's reply did not allude to the competence of the council but the discussion was adjourned at Signor Salandra's request.

## RUSSIAN CONCESSIONS.

GRANTED TO GERMANY.

BERLIN, September 17th.  
The German Chancellor Wirth has obtained what is regarded as the biggest concession hitherto granted by the Soviet, namely, the exploitation over a million hectares of forest westward of Rybinsk, completion of the railway towards the Baltic and the erection of large sawmills. These undertakings will ultimately become state property.

COMMERCIAL CORPORATION  
OF LONDON.  
GOES INTO VOLUNTARY  
LIQUIDATION.

LONDON, September 17th.  
A meeting of the Commercial Corporation of London carried a resolution in favour of voluntary liquidation through the formation of a holding company. Threats of turbulence at the beginning of the meeting disappeared when Mr. Henry, a director and originator of the Company and the largest shareholder, announced his intention to waive his claims in favour of the other shareholders.

## HOME CRICKET.

LONDON, September 17th.  
At the Oval to-day, the match between Yorkshire (champion county) and the Rest was drawn.

Yorkshire, in the first innings, made 420 for 4 wickets and declared. Holmes scored 80, Sutcliffe 74, Oldroyd 53, Rhodes 50 not out and Roy Kilner 63 not out.

The rest compiled 274, to which J. Bryan contributed 100.

Yorkshire had made 26 for one wicket when stumps were drawn.

## SITUATION IN SPAIN.

## LATE MINISTER ARRESTED.

BARCELONA, September 17th.  
Travelers from Spain bring a report that the late Ministers have been arrested.

## THE RUBR.

TRAFFIC BETWEEN OCCUPIED AND  
UNOCCUPIED TERRITORY.

COLOGNE, September 17th.  
The traffic bar between the occupied and unoccupied area in Germany has now been lifted.

U.S. ANTHRACITE MINERS.  
WAGES AGREEMENT RATIFIED.

SCRANTON, September 17th.  
The anthracite Miners Convention has ratified the new wages agreement and has voted for immediate resumption of work.

## DUTCH ECONOMIES.

QUEEN WILHELMINA'S OFFER.

THE HAGUE, September 17th.  
Queen Wilhelmina has informed the Minister of Finance that if the salaries of state officials are reduced in 1924 she will relinquish a similar proportion of the royal revenue from the treasury. The Queen Mother has acted similarly.

## MARKS.

LONDON, September 17th.  
Marks are quoted at 1,000,000,000 in the pound sterling.

FAR EASTERN CABLE  
NEWS.

[THROUGH REUTER'S AGENCY.]

## THE SINGAPORE BASE.

AUSTRALIAN PRIME MINISTER  
THINKS SCHEME NECESSARY.

COLOMBO, September 17th.  
Interviewed by Reuter's correspondent while en route for London, Mr. Bruce (Prime Minister of Australia) emphasised the vital necessity of the Singapore base. He said it was not directed at any particular enemy. The Australian navy would retain separate entity but he expected to conclude arrangements permitting of real peace-time co-operation between Australian cruisers and the British fleet.

## ASIA'S EMPTY SPACES.

## WHY LOOK TO AUSTRALIA?

LONDON, September 17th.  
Referring to the great empty valleys encountered in the course of his explorations in Chinese Tibet, in a lecture before the British Association, Liverpool, Prof. J. W. Gregory said that Asia had no right to call Australia empty or to demand unlimited admission there while such large tracts of fertile land were left quite idle and unused.

EMBARGO ON JAPANESE SILK  
RAISED.

NEW YORK, September 17th.  
The Raw Silk Trade Council and Silk Association of America has decided to lift the embargo on trading in Japanese raw silk from September 18th.

CHINESE LOAN AMALGAMATION  
PROPOSAL.

PEKING, September 17th.  
It is understood that Chang Ha, at a meeting with the Chinese bankers held on the 13th inst., promised to attempt to cause the amalgamation of the Ninety-Six Million Loan and the Consolidated Loans if the banks would support the Government in tidying over the autumn festival.

It is reported that Chang Ha wired to Sir F. A. Aglen proposing this, and also urging that the drawings of the Ninth Year Bonds, which are overdue, be held immediately.

Some financial circles do not believe that Sir F. A. Aglen can agree to the proposal, as the Customs receipts are not sufficient for the purpose.

If these proposals fail, the difficulties of passing over the festival will be greatly increased.

## THE EARTHQUAKE IN JAPAN.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]  
EXPERIENCES OF FOREIGN  
AMBASSADORS.

TOKYO, September 18th.

The Italian Ambassador had a wonderful escape at Yokohama. He was in the Italian Consulate on the top floor of the Russo-Asiatic Bank building, one of the few buildings that did not fall. He saw structures collapse all round him.

He and the Polish Minister, M. Patek, spent the night in the Park sitting in water from burst pipes. He subsequently lost M. Patek (who, however, is safe) and proceeded to walk to Tokyo. He was suffering from thirst when he met a police patrol who gave water. The Ambassador arrived at Tokyo the next day and found that the Embassy had not been burnt, but had collapsed.

He is now staying at the Imperial Hotel.

All documents at the French Embassy were destroyed, including the manuscript of a new book M. Claudel was writing. After the earthquake he left by motor for Chuzenji where he found his wife safe.

The Dutch Minister, Herr Papst, left Tokyo after the earthquake for Karuizawa with the Norwegian *Charge d'Affaires*. They lost themselves in the mountains and Herr Papst fell down the bank of a river and broke two ribs and fractured his wrist. Both finally reached Karuizawa. The Swedish Minister is safe at Karuizawa.

The German Ambassador, Herr Soli, is at Kamakura. His Embassy was nearly destroyed.

The Belgian Minister, M. De Basompierre, was bathing at Dazushi at the time of the earthquake. He is safe.

## U.S. RELIEF FUND.

WASHINGTON, September 17th.  
The Japanese relief fund has reached over \$8,000,000.

## EARLIER CABLES.

REFUGEES ARRIVE IN  
CALIFORNIA.

VICTORIA, (B.C.), September 17th.  
The steamer *President Jefferson* with 152 refugees aboard representing thirteen nationalities has arrived from Yokohama. While in quarantine 33 British and Canadian passengers, some of whom were suffering from broken limbs, bruises and shock, were taken off and placed under medical care. The Canadian Government has offered to assist all the refugees.

## THE CALAMITY IN JAPAN.

PREMIER ADDRESSES THE NATION.

TOKYO, September 16th.  
In a lengthy statement addressed to the whole nation, Premier Count Yamamoto reviews the recent catastrophe which devastated five prefectures, rendering millions homeless, robbing many of their parents and relatives, and compelling them to live amid the ruins scantily provided with food and clothing.

## JAPANESE PRESENCE OF MIND.

Premier Yamamoto congratulates the people on their presence of mind in the face of a most terrible calamity, and he declares that although there were some instances of disorder and panic and order have been well maintained.

## GOVERNMENT'S EFFORTS.

Premier Yamamoto gives details of the efforts of the Government to ensure supplies and shelter as a temporary relief, to further restore communications, to facilitate financial operations, and for the distribution of the essentials of life.

## GRATITUDE TO FOREIGN NATIONS.

Premier Yamamoto expresses the deep sense of gratitude of the Government and people for the sympathy and help shown by foreign nations.

GUIDANCE FOR INSURANCE  
COMPANIES.

Premier Yamamoto strongly warns against profiteering, and he urges all to be guided by the spirit of public service and mutual help, giving as an instance the insurance companies, who, primarily intended for the protection of the public interest, should show a willingness to sacrifice their own interests and endeavours to the utmost to deserve the confidence of thousands of sufferers.

## RECONSTRUCTION.

Premier Yamamoto declares that the reconstruction of a modern capital will be the real test of the resourcefulness of the Japanese, which will demand the effort of the whole country to create something better and greater than the former city, for which the Government have selected the best available wisdom and talent in the form of a Commission.

Concluding, Premier Yamamoto expresses the hope that the lesson will be learned from the disaster, and that a supreme effort will be made to amend the defects in the life and thought of the nation.

## STRUGGLING PORTUGAL.

## THE FIGHT AGAINST FACTION.

NEW PRESIDENT'S TASK.

[BY "THE TIMES" SPECIAL CORRESPONDENT.]

Recent events in Portugal seem to justify a greater measure of optimism than one might expect considering the difficult time through which the country has passed during the last few years.

Senhor Maria da Silva's Premiership, the thirty-fourth in the thirteen years' history of the Republic, has constituted a "record" by lasting already over eighteen months. Sidonio Pais' dictatorship in 1918, which stood for a stiffening of discipline in all branches of the Administration, was followed by a period of reaction which culminated in the Octabrista outbreak in 1921. The Octabrista Cabinet lasted only seventeen days and the rapidly with which Ministry followed. Ministry had become proverbial.

It is now, however, possible to trace, since the day when Antonio Granjo was murdered and foreign warships appeared in the Tagus, a revival of national consciousness, which is slowly bearing fruit. Certainly, when the man who reached Madrid a fugitive in October, 1921, took office as Prime Minister four months later it would have been foolhardy to predict that he would still be in power today. If his relation of office means anything it means that conditions are changed.

The da Silva Cabinet, which is backed by the Democratic Party and its patron the *Partido Republicano Portugues* (P.R.P.), followed a long series of Liberal and Coalition Governments, and, although the return of the Democrats seemed at the time to imply a victory for extreme opinions, it must be admitted that moderation and conciliation have had a prominent place in the Prime Minister's programme.

Now, also, owing to the initiative and efforts of the Democrats at the Presidential elections, the candidate whose political history was the least party-tainted—Senhor Teixeira Gomes—has been returned. It is certain that Senhor Teixeira Gomes, who for twelve years has been Minister at the Court of St. James, cannot be closely identified with the party passions of Lisbon, and it may surprise him when he comes to London to find that he has been so widely represented as the nominee of a party and even branded as its tool. All the same, the seventh President-elect is the least partisan of those who have been elected to the chief office of the Republic, and he should be able to devote himself with a maximum of authority to assuage that spirit of faction which has disturbed constitutional government in recent years.

The workings of Portuguese politics are fairly simple. Of the original founders of the Republic, the Democratic Party has maintained its supremacy. Its chief, Dr. Afonso Costa, from his retreat in Paris, continues to exercise communication with the Directorate of the party, which meets in Lisbon on every important occasion and dictates the line of conduct to be observed by its representatives, both in Parliament and in the Army and Navy.

A nationalist Party has recently been formed by a coalition of the Liberals (a party formed by the late Senhor Granjo) and the Reconstruents of Alvaro de Castro. Captain Cunha Leal and Senhor Alvaro de Castro are the leaders of the Nationalists, who also have their Directorate. The political aims and ideals of this new group, which may play a very important part in Portuguese politics in the near future, have not yet been clearly stated.

The actual composition of the Cortes is as follows:

	Senate	Deputies
Democrats	42	83
Nationalists	14	48
Independents	8	24
Monarchists	4	6
Catholics	1	3
Radicals	1	3
Total	70	162

These divisions, however, have little significance in times of Parliamentary crisis. Cabinets with absolute majorities on paper often fail to force measures of legislation through Parliament.

## THE FINANCIAL SITUATION.

The administrative record of Senhor da Silva (who, although he has remodelled his Cabinet again and again during his term of office, kept Senhor Vitorino Guimaraes, 8th) is as follows:

The deficit on the 1922-23 Budget, which was 293 million escudos (about £2,000,000) (revenue 270 million escudos; expenditure 573 million escudos), has been reduced in the estimates for the year 1923-24 to 137 million escudos (£1,300,000) (revenue 707 million escudos; expenditure 845 million escudos).

These figures show that a serious effort has been made, since the revenue has been increased by as much as 428 million escudos. If some corresponding decrease in expenditure had been secured the Budget might have been balanced. The dismissal of hundreds of Government employees might contribute to this object. Instead, expenditure was increased by 293 million escudos.

The opposition of the Nationalists has been the cause of the delay in passing the measures demanded by the Finance Minister, and the Prime Minister failed to force the issue, with consequences which are far-reaching for a financial plan, the fruit of two years' labour, seems to be jeopardized. The Finance Minister, Senhor Guimaraes, who resigned, directed his policy towards reducing the note circulation with a view to restoring confidence, but he found to his cost how powerful is the ring of financial interests which, with its headquarters in Lisbon and capital abroad, is playing and prying on a falling exchange.

The effect of the internal loan of four million sterling, issued last June, has been but transitory: after a short rally the value of the escudo is steadily sinking again. This depreciation is, in some

(Continued at foot of next column.)

## THE DOCKERS' STRIKE.

## HAND OF COMMUNISM.

A statement issued by the Communist party of Great Britain on August 11th, contains a frank avowal of that organization's active association with the Dockers' Strike, criticism of the methods that have been pursued thus far, and the unclouded suggestion that the strike be extended by the adoption of "a more militant policy." It is couched in the following terms:

## TO ALL WORKERS ON STRIKE.

Comrades—The Communist party has supported the workers on strike in the docks, from the first day of the dispute, and everywhere our speakers and our Press have boldly stated that if the strike was to be won two things were necessary:

1.—That the strike should be extended to all ports.

2.—No attempts should be made to form new unions.

When the strike started in Hull and spread to London, Cardiff, Bristol, Manchester, and Liverpool it was a spontaneous revolt against a starvation agreement, and was a great moment in the history of the working class. It was a mass movement for bread. But are you now fighting in an organised manner to get bread? What steps have you your strike committee taken to extend the strike? What practical policy and programme have they put before you? None.

Why are the men at Tilbury and the up-town wharves at work? Why did the Communist party believe it was because the real issues of the strike were being lost sight of in the desire of certain sections to form a new union of the stevedores and lightermen. Remember that while you have been concentrating on London the officials of the Transport and General Workers' Union have been conducting their propaganda in all other ports, and telling the workers there all about the efforts to form a new union. The present policy of your strike committee is playing right into Bevin's hands.

You didn't strike to form a new union; you struck for bread. To form a new union, but only when there is complete unity in the ranks. You know that they are not. Where do you stand? Is this a fight against a wage reduction or to form a new union? Ask these questions, and see that you get an answer.

The Communist party repeat: You can't win this fight on your own. You must extend it. If your strike committee declares this to be impossible, then demand to know what the next steps are to be taken. The Communist party insists that until you have sent your delegates to other ports in an endeavour to win their support you don't know what can be done. If half the time that has been spent in bold and vigorous action had been spent in bold and vigorous propaganda to extend the strike it would have been won by now.

Comrades, all this new union talk, if allowed to continue, will drive your ranks and demoralise the whole of the workers on strike. Your strike committee must adopt a more militant policy. They must concentrate on winning this strike. That is their job. Your job is to see that they do it—now. For the Executive Committee of the Communist party of Great Britain.

Political Secretary, the Communist Party of Great Britain:  
16, King-street, W.C. 2, August 12th.

## WAE A CENTURY HENCE.

Writing in the *Nineteenth Century*, Professor A. M. Low forecasts the conditions of warfare a century hence. Among the most terrible will be the invention of jets of water highly charged with electricity, rendering cavalry obsolete, since horses are easily electrified. Much equipment for fighters will be the result of the experiments of scientific chemists, and, owing to the introduction of germs, inoculation and vaccination will be of vital importance. War in the future will be largely conducted by wireless, for example, wireless controlled torpedoes, tanks and aeroplanes, while poison gas will also be an important factor.

well-informed circles, considered unjustified. It is accompanied by a clamour for more notes. In this connection it is represented that the note circulation in 1914 was 96 million escudos. On June 1st of the present year it was 1,300 million escudos. The value of the pound sterling in 1914 was 5.80 escudos; to-day it is 112.64. Thus while the value of the escudo has depreciated twenty times the note circulation has only increased some twelve times.

It is strange that Portugal, which continues to produce many first-class business men, does not succeed in administering its official resources more efficiently. The failures, weaknesses, and scandals of the Administration have been discussed in Parliament; they are public property, and may be touched on here, seeing that they concern foreign as well as Portuguese interests.

Public buildings and works are neglected, the roads, especially round Lisbon, are in a terrible state, and a nascent tourist industry strangled. Out of 8,500 miles of national roads 2,500 have been practically abandoned. Another 3,000 are in a state of ruin. The annual grant for repairs for the whole system is 3,500,000 (a conto is equivalent to less than 210 at the present exchange; at par it is 222 gold).

The Transportes Maritimos do Estado (T.M.E.) was a State navigation company, formed with a fleet of over thirty ships, several of which were fine vessels, surrendered by the Germans. A number of services all over the world were organized with these boats, which, unfortunately, entirely owing to bad management, acquired a bad reputation. At Colombo, Durban, and Liverpool, to mention only three of many ports, they ran up debts for coal and on other accounts. Being State property, seizure by the creditors proved impossible, and the debts have given rise to important diplomatic claims. Ten months ago the State decided to liquidate the T.M.E. The state of affairs revealed by the liquidator need not be insisted upon.

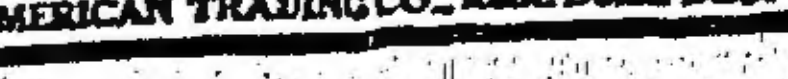


**HONGKONG.**



source from time to time will be radiate. Possibly in a thousand such a method of providing light commercially possible."

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Steamers	From	Expected on or about	Will leave on or about	For
TJIMANOEK	JAVA	1st Sept	23rd Sept	SINGAPORE, BELAWAN, DELI & BATAVIA
TJISALAK	JAVA	21st Sept	29th Sept	SAIGON
TJIPANAS	JAVA	21st Sept	29th Sept	SAIGON
CELEBOS	JAVA	27th Sept	—	—
PANTAN	JAVA	—	—	—
PANDIANG	JAVA	1st Oct	6th Oct	BATAVIA
TJISONDARI	NORTH CHINA	1st Oct	6th Oct	BATAVIA

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S.S. "OOSTERK" ...	28th Sept.
S.S. "OUDERK" ...	23rd Oct.
S.S. "OUDERK" ...	20th Nov.

Sailings to Europe subject to alterations.

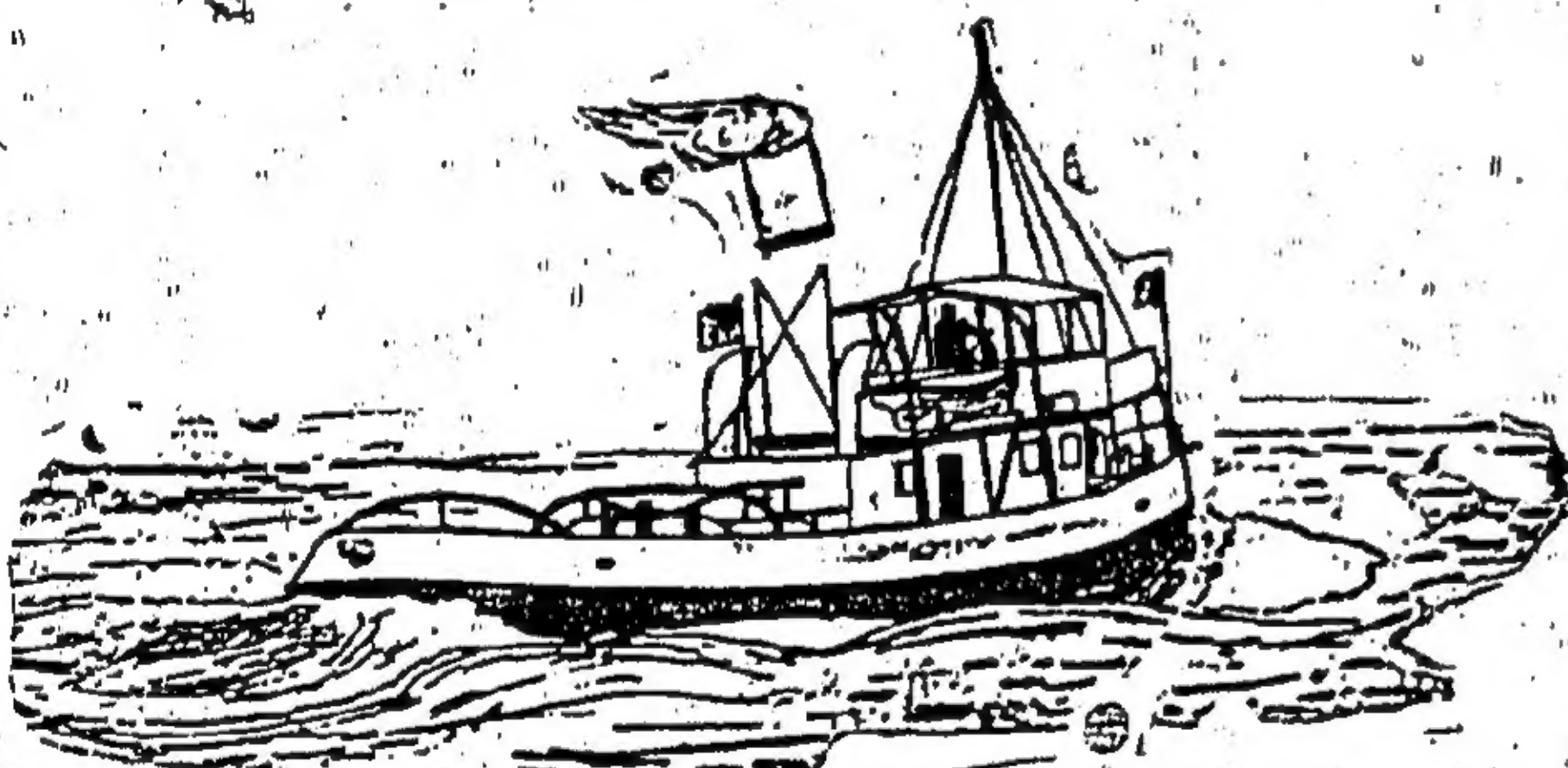
Steamers	For	Sailing on or about
"KERTOSONO" ...	Amsterdam, Rotterdam, Hamburg & Bremen	11th Oct.
"OOSTERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	20th Nov.
"OUDERK" ...	Amsterdam, Rotterdam, Hamburg & Bremen	5th Dec.

For full particulars please apply to—  
**JAVA-CHINA-JAPAN LIJN.**  
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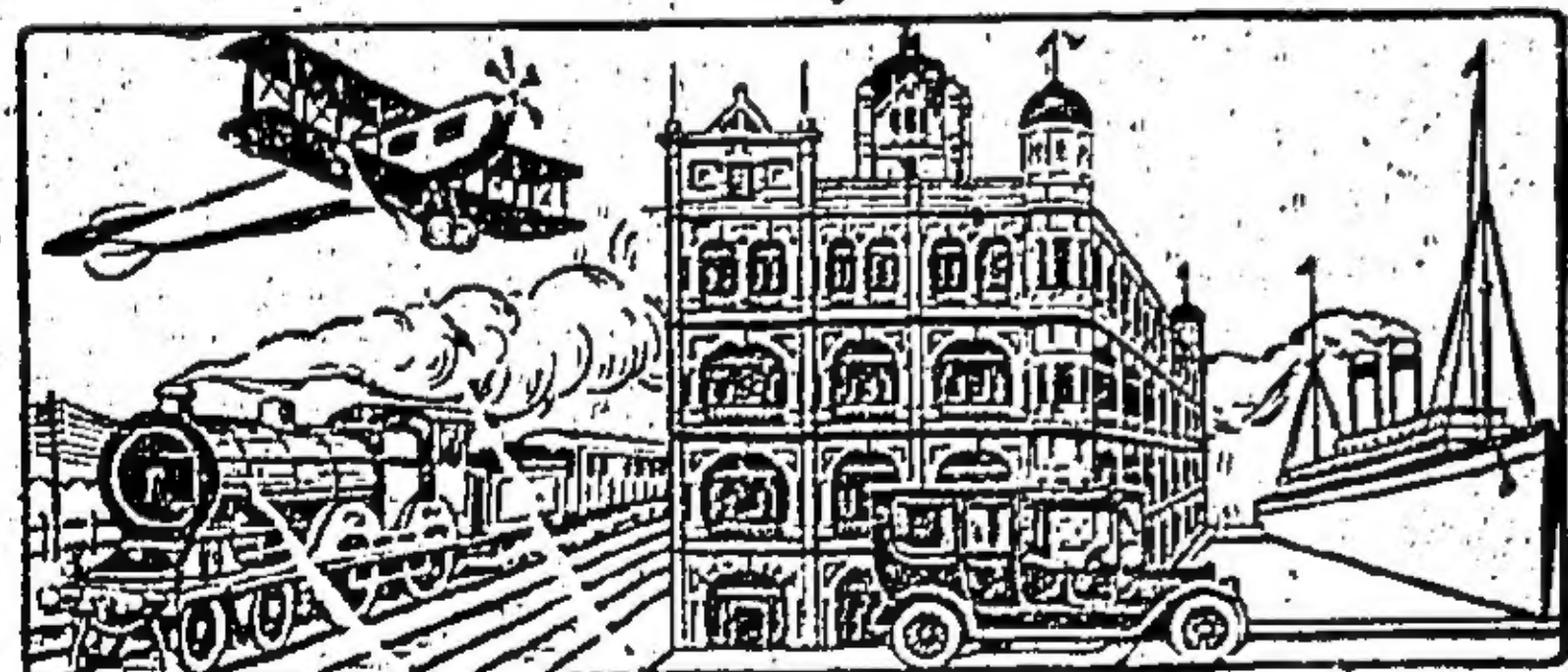
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## ONE HUNDRED YEARS AGO.

THE BRITISH MILITARY HAIR DRESS.

In these days of khaki uniforms and webbing equipment it is impossible to comprehend quite all it meant to be a soldier 100 years ago. Hair dressing for officers and men to-day is a simple procedure, but what it must have been in 1800 is indicated in the following extracts from the standing orders in the Garrison of Gibraltar for that time as reproduced in the current number of "The Journal of the Society of Army Historical Research."

"The hair of the officers to be at all times cut, in the course of the first week of every month, and no officer, by one established regimental hair dresser, who is to be responsible to do it according to this simple rule, viz.—The top to be cut as close as possible being left no longer than is necessary to admit of its being turned with curling irons of the smallest size, the back line of the top is not to exceed a line formed by passing a pack-thread from the back of one ear to that of the other vertically over the crown of the head; the hind hair to be parted from that of the top in the shape of a horse shoe which will occasion the sides to extend to half an inch behind the ear, and which, therefore, forms the 'P' shape of the top; the remainder of the hair so parted off behind the ears, is to be combed back, to grow down in one length, from the crown and the back of the ear, so that the whole of it may lie in the queue; no part of the hind hair so parted off from the front, or brushed top, is to be thinned off, and none of the short hair in the neck to be cut away."

"When the hair is cut in this manner, it is then to be dressed as follows: The top and sides to be turned with irons, and combed from the ear upwards to the crown, the hind hair to be tied exactly level with the stock, which, when the officer has his coat on, should bring the top of the queue even with the bottom seam of the collar. The hair above the tie to be moderately filled and mixed with powder, and pomatum, well combed into the roots so as to look white, and prevent powder from falling out on the clothes, but not so as to appear stiff and constrained. The regulation queue, which is made so as to receive this hair, is to be at all times worn, excepting by Grenadier and Fusilier officers when they are ordered to appear in the bearskin caps, at which time they are to have plaits which are to be formed according to the following direction. The hair, in the first place, is to be tied with a string close to the head, then filled with powder and pomatum well mixed, and next, to be divided into three strands, which are to be braided as flat as possible, without appearing stiff, the plait to be turned up level with the bottom of the collar, and fixed with a comb two inches in width, which is to be placed at the top of the crown exactly where the hind hair is turned back from the top, and forms the centre of the horse shoe, the plait is to cover the whole of the comb, and at the bottom to be half an inch wider than at the top; the string with which the hair is tied, previous to its being divided for the purpose of its being plaited, is to be covered with a flash of inch wide black ribbon (as that is found to be sufficient to cover the string with which the hair is tied), and the fall down, consisting of two double and two single parts, to be five inches deep and no more."

### CUTTING THE HAIR.

"The top or brush to be cut as close as the scissors can catch it, allowing the comb between that and the head; the underpart, viz., that immediately over the ear, to be left somewhat longer, so as, when rubbed up with soap and grease, and combed upwards, to look as if it was frizzled after being turned with a small curling iron. The hind hair is to be parted from the brush with a string passed over the top of the head, the same as the officers', except that no horse shoe is to be formed, every part of the hair that comes behind the string being combed back so as to go into the queue, that which comes before it forming the brush. No whiskers to be allowed of but for drum-majors and pioneers, but the beard to be always shaved up to the top of the ear, where the side hair is to be left perfectly square and level with the corner of the eye. No part of the beard below the top of the ear, or in the neck, to be permitted to grow, as that always gives an appearance of uncleanness. N.B.—The top hair is to be regularly cut in the first week of every month, by one established hair-dresser."

### DRESSING THE HAIR.

"In order to prepare the hair to receive the queue, it is first to be moderately thickened with powder and grease, both well-combed into the roots; a small pad or cushion covered with black sheep-skin, and stuffed with bran, about two inches and a half in length, and of thickness proportionable to the man's hair (known by soldiers under the appellation of a 'mouse') is next to be placed, within-side, above the tie, so as to make it appear full and round, without spreading it too much, and in order to prevent it from splitting; but this is on no account to be placed so high as to touch the head, as that would occasion the queue to stand off from it, or make it bang at the tie, which are the two greatest faults that can be found in any soldier's head-dress. After this, the hair is to be tied exactly level with the bottom of the stock, and particular care must be taken that the tie sets close to the neck; the top hair is then to be well rubbed with soap, flour, and grease, and combed from the ear straight upwards, so as to have the appearance as if turned with curling irons, the back hair is next to be covered with soap lather, well beat up with flour in a box, until it becomes a stiff paste, which is to be laid on with a small brush (commonly called by house painters, a sash tool), and then regularly and neatly marked with a comb, the teeth of which should be about ten to the inch, each  
(Continued on next column.)

## BEWARE SUDDEN CHILLS!

PEPS Remove Danger Threatening Your Lungs.

Cold and chills strike with an alarming swiftness at any weak spot between throat and lungs. But only too often when these dangers are thought little about, the seeds are sown for those deadly lung ailments, pleurisy and pneumonia.

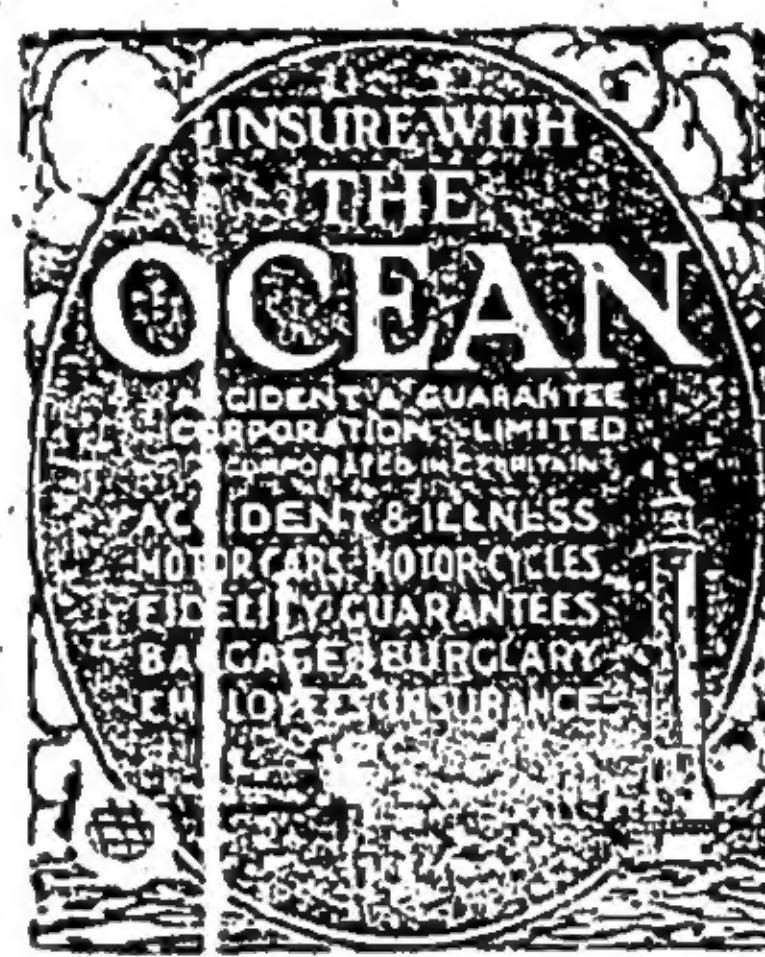
The way to safety lies in treating the early symptoms of every little cold or chill with Peps. Carry a bottle of these wonderful little tablets about with you wherever you go. Dissolve one or two in your mouth immediately you feel a tickling irritation in the throat, want to cough, feel all of a shiver or feel any other signs of cold coming on.

The soothing infection-killing Peps fumes are instantly breathed down the throat into all the vital inner parts of the bronchial tubes and lungs. They soothe and repair sore inflamed membrane, end the tickling irritation, and instantly dissolve and exterminate dangerous disease germs lodging in throat or breathing tubes.

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mark coming directly down from the crown, where the hind hair is parted off from the top, to the tie, after which the whole hair is to be lightly powdered with a thread or cotton puff, until it is perfectly white; but not so as to fill up the marks of the comb.

"When this is done, all loose powder, that has not attached itself to the paste, where it is directed to be laid on the hind hair, is to be blown off, so that none may by chance fall on the clothes. The queue, which is to be made to receive the whole of the man's hair, and to cover the string with which it is tied, is to be fixed on, so that, when the man has his coat on, the queue may be even with the lower row of lace on the collar, and lastly the flash is to be fixed on so as to cover the top of the queue."

"For the undress, the hair is to be done according to the foregoing directions, except that the soap lather and powder are to be altogether omitted, and no part to show at all white; the marks of the comb which is used for combing the hair to be left without being smoothed down, although the marking comb is not to be used."

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW	"KWONGSANG"	Wednesday, 18th Sept, Noon
SHANGHAI	"LEESANG"	Friday, 21st Sept, 8 a.m.
HAIPHONG via HOIHOW	"YUSANG"	Friday, 21st Sept, 10 a.m.
SHANGHAI via SWATOW	"WINGSANG"	Friday, 21st Sept, 3 p.m.
MANILA	"FOOSHING"	Sunday, 23rd Sept, 10 a.m.
FOOCHOW	"HANGSANG"	Sunday, 23rd Sept, 2 p.m.
BANGKOK via SWATOW		
TSINGTAU via SWATOW	"YATSHING"	Wednesday, 26th Sept, Noon
SHANGHAI	"MAUSANG"	Friday, 28th Sept, Noon
SANDAKAN	"HORANG"	Friday, 28th Sept, Noon
KOBE	"TUNGSHING"	Friday, 28th Sept, Noon
SHANGHAI via SWATOW	"CHEONGSHING"	Friday, 28th Sept, Noon
TIENHSIN	"CHUNSANG"	Thursday, 4th Oct., D.L.
BANGKOK via HOIHOW	"HOSANG"	Friday, 12th Oct., 3 p.m.
STRAITS & CALCUTTA		

**CALCUTTA LINE**—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Sumatra and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

**SHANGHAI LINE**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Hankow and Yangtze Ports via Shanghai.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo calling at Haiphong when Indochina steamer.

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**BANGKOK LINE**—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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s.s. "HOSANG" will be despatched on or about  
Friday, 12th Oct. at 3 p.m., for SINGAPORE, PENANG  
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Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENORLE"	28th Sept.	"PEMBROKESHIRE"	2nd Oct.	London, Rotterdam and Hamburg
"CARMARTHENSHIRE"	18th Oct.	"GLENLUCE"	11th Oct.	Glasgow
"GLENAMOY"	22nd Oct.			
"GLENAPP"	5th Nov.			

Movements are subject to change without notice.  
For freight or further particulars please apply to—

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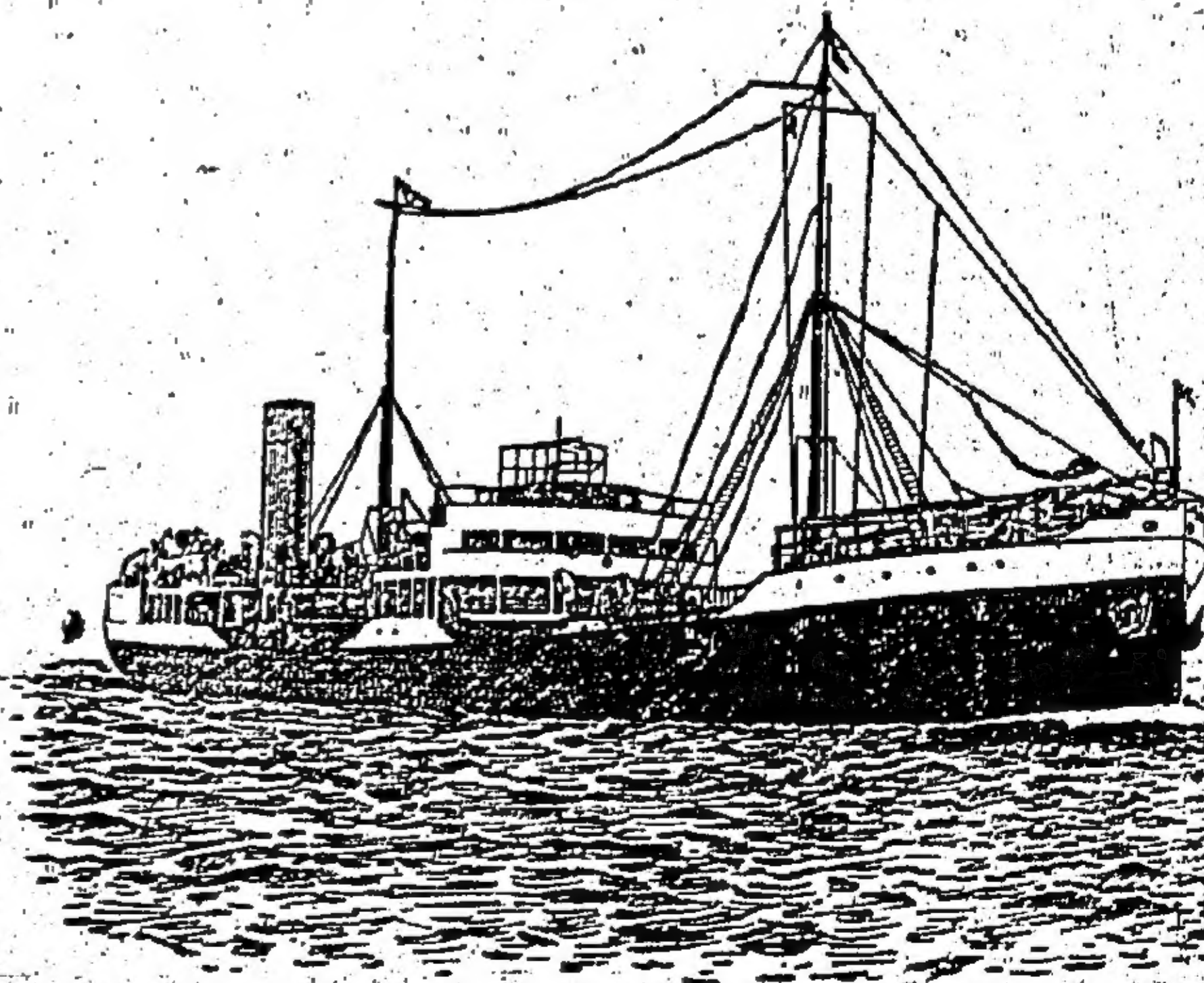
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## SHIPPING NEWS

## ARRIVALS.

September 17th.  
*Chickney*, British str., 1,313 tons, Capt. J. R. Shearer, from Shanghai and Swatow, with a general cargo.—B. & S.  
*Kuanying*, British str., 1,580 tons, Capt. A. Tucker, from Bangkok and Hoihow, with a general cargo.—B. & S.  
*Yungo Maru*, No. 1, Japanese str., 783 tons, Capt. S. Furukawa, from Haiphong and Hoihow, with a general cargo.—Y.K.K.  
*Taiko Maru*, British str., 1,870 tons, Capt. D. Williams, from Panamak, with sugar.—B. & S.  
*Tankuba Maru*, Japanese str., 671 tons, Capt. S. Suyama, from Keelung, with coal.—M.B.K.  
 September 18th.  
*Arabia Maru*, Japanese str., 5,993 tons, Capt. S. Yamaga, from Shanghai, with a general cargo.—O.S.K.  
*Dryden*, American str., 3,367 tons, Capt. N. S. Nelson, from Shanghai.—P. M. S.S. Co.  
*Haidin*, Chinese str., 1,222 tons, Capt. N. Shim Taku, from Dairen, with a general cargo.—Shun Tai Hong.  
*Huachin*, Chinese str., 1,115 tons, Capt. J. Thorvig, from Saigon, with rice.—Wanglee S.S. Co.  
*Kanhou*, British str., from Canton.  
*Sekim Maru*, Japanese str., 710 tons, Capt. T. Nakamura, from Tamsui, with coal.—Y.K.K.  
*Shanhai*, British str., 1,304 tons, Capt. E. Monkmun, from Shanghai, with a general cargo.—B. & S.  
*Taniguchi Maru*, Japanese str., 6,500 tons, Capt. K. Teramoto, from Moji, with a general cargo.—N.Y.K.  
*Yungo*, British str., 1,122 tons, Capt. W. Field Hook, from Swatow, with a general cargo.—J. M. & Co.

## CLEARANCES.

September 17th.  
*Telephone*, for Singapore.  
*Harvard*, for Saigon.  
*Shien Maru*, for Canton.  
 September 18th.  
*Yungo Maru*, No. 25, for Canton.  
*Chickney*, for Canton.  
*Chikung*, for Weihaiwei.  
*Kuanying*, for Swatow.  
*Haidin*, for Canton.  
*Ichang*, for Shanghai.  
*Kuanying*, for Pakhoi.  
*Kuanying*, for Swatow.  
*Kanhou*, for Shanghai.  
*Kanhou*, for Swatow.  
*Kanhou*, for Canton.  
*Macassar Maru*, for Moji.  
*President Maru*, for Shanghai.  
*Shanhai*, for Canton.  
*Taniguchi Maru*, for Macassar.  
*Tankuba Maru*, for Canton.  
*Yungo*, for Canton.

## PASSENGERS.

ARRIVALS.  
 Per *S.S. Arabia Maru*, on September 18th: Mr. and Mrs. Remedios.  
 DEPARTURES.  
 Per *P. & O. S.S. Sicilia*, on September 18th: Madame S. Paoletti, Mrs. R. Halvorsen, Mr. Jasper, Mr. and Mrs. H. W. Brown and the Misses Brown, Miss H. Clarke, Mr. O. Ja Rosa, Mrs. H. Sa Conde, Mr. and Mrs. H. Parman and Mr. D. W. Weisenberg.  
 SHIPPING MOVEMENTS.  
 The *R.M.S. Empress of Canada* (Capt. A. J. Halley, R.N.R. Commander) will leave here for Victoria and Vancouver, B.C., via Shanghai (Wooing), Nagasaki and Kobe at noon on Saturday, the 22nd inst.  
 The *R.M.S. Empress of Russia* left Kobe yesterday at 4 a.m., and is due at Shanghai on Friday, September 21st, at 8 p.m. She will leave Wooing on Saturday, at 5 p.m.  
 The *P. & O. S.S. Yellora* left Singapore for this port on the 17th inst., at 2 p.m., with the outward English mails, and is due here on the 22nd inst. (Saturday), at about 1 p.m.  
 The *B.I. and Apeal Line's S.S. Tunda* has left Moji via Amoy for this port, and is due here on the 22nd inst., at about noon.  
 The *N.Y.K. S.S. Katori Maru* (European line), left London for Hongkong via Suez on September 16th, and is expected here on October 23rd.  
 The *Admiral Oriental liner President McKinley*, which arrived at Yokohama on schedule and is due here on September 20th, has been delayed three days and will not arrive here until September 23rd.

## VESSELS EXPECTED

*Andar Lohan* (M.M.), due September 20th, a.m.  
*Angara* (M.M.), due Sept. 25th.  
*Bendloch* (Ben Line), due Sept. 26th.  
*Chili* (M.M.), due Oct. 9th.  
*Graciosa* (B.I. & Apeal), due September 22nd, p.m.  
*Knight Templar* (Blue Funnel), due Sept. 20th.  
*Phonix* (Blue Funnel), due to-day.  
*President McKinley* (Admiral Oriental line), due Sept. 23rd.

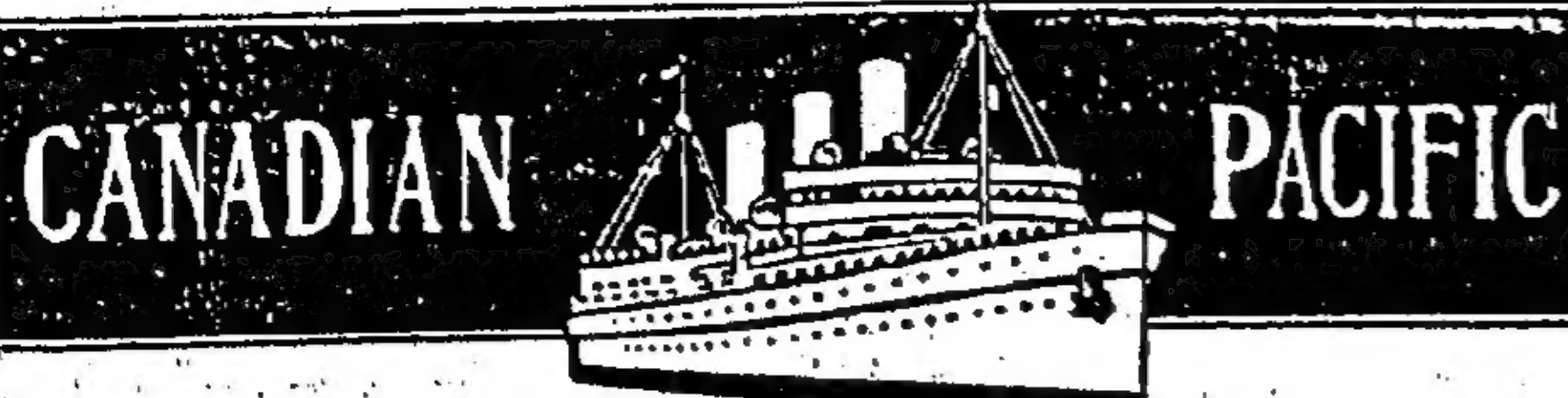
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Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 24	Nov. 30
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9	Dec. 15
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held open and through tickets issued. Early reservation necessary.

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 VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.  
 STEAMERS.  
 TAIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 26th.  
 TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 23th.  
 KOREA MARU (calling at Manila and Keelung) ... 22,000 tons, Nov. 1st.  
 SHINYO MARU (calling at Manila and Keelung) ... 22,000 tons, Nov. 18th.  
 SIBERIA MARU (calling at Dairen) ... 20,000 tons, Nov. 28th.  
 HONGKONG TO VALPARAISO.  
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, CALLEJO, MOLLENDU, ABEICA AND IQUIQUE.  
 THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.  
 TONS. LEAVE HONGKONG  
 \*GINYO MARU ... 16,000 ... September 25th.  
 ANYO MARU ... 18,700 ... October 20th.  
 SEITO MARU ... 14,000 ... December 4th.  
 HAKUYO MARU ... 18,500 ... January 16th.  
 \*This steamer will not call at Honolulu, Hilo and San Francisco.  
 JAPAN-HONGKONG-JAVA SERVICE.  
 OSAKA, KOBE, MOJI, DAIREN, HONGKONG, DATAVIA, SAMARANG AND SOERABAYA.  
 STEAMER DESTINATION LEAVE HONGKONG  
 PERSIA MARU (Keelung, Moji, Kobe and Osaka) ... October 3rd.  
 NEW YORK LINE. (Direct only.)  
 VIA JAVA AND SUEZ.  
 STEAMER  
 MERINO MARU ... about September 24th.  
 For full information regarding Passengers, Freight & Sailings.  
 Apply to: Y. TSUTSUMI, Manager.  
 Agents at Canton: King's Building, Tel. No. C. 2374 & 2375.  
 Messrs. T. E. GRIFFITH.

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Yamashita Steamship & Mining Co., Ltd.

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REGULAR FREIGHT & PASSENGER SERVICE  
 BETWEEN  
 KEELUNG, HONGKONG & HAIPHONG.  
 SAILING FROM HONGKONG.  
 For HAIPHONG via Hoihow & Pakhoi  
 S.S. "TAKAWA MARU" ... on or about 20th Sept.  
 For KEELUNG via Swatow & Amoy  
 S.S. "NANYO MARU No. 1" ... on or about 20th Sept.  
 For further particulars, please apply to—  
 S. MITARAI, Agent.  
 No. 37, Bonham Strand, West  
 Tel. Central No. 155.  
 Top Floor, King's Building,  
 Tel. Central No. 140.

THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3

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## HONGKONG—MANILA

S.S. "PRESIDENT WILSON" ... on or about Sept. 21st.

## HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... Oct. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

## PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

## VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America: G.3405, G.3420, G.3440

KAGA MARU ... Monday, 15th Oct.  
 KURO MARU ... Thursday, 4th Nov., at 11 a.m.  
 MARSILLES, LONDON & ANTWERP via Singapore, etc.  
 MISSEMA MARU ... Wednesday, 10th Oct., at 11 a.m.  
 HAROZARI MARU ...  
 HAMBURG via LONDON & ROTTERDAM.  
 TSUYAMA MARU ... Wednesday, 19th Sept.  
 LIVERPOOL via MARSILLES & VALENCIA.  
 SYDNEY & MELBOURNE via Manila, etc.  
 TANGO MARU ... Friday, 25th Sept., at 11 a.m.  
 YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.  
 NEW YORK & BOSTON via PANAMA.  
 TOBA MARU ... Wednesday, 17th Oct.  
 BUENOS AIRES via Singapore, Durban & Cape Town.  
 KANAGAWA MARU ... End Oct. or beginning Nov.  
 BOMBAY via Singapore and Colombo.  
 TAMBA MARU ... Thursday, 27th Sept.  
 CALCUTTA via Singapore, Penang & Rangoon.  
 CEYLON MARU ... Thursday, 27th Sept.  
 NAGASAKI, KOBE & YOKOHAMA.  
 AKI MARU ... Thursday, 11th Oct., at 11 a.m.  
 SHANGHAI, KOBE & YOKOHAMA.  
 HARUNA MARU ... Tuesday, 25th Sept.  
 HAKODATE MARU ... Friday, 28th Sept.  
 CALCUTTA MARU (Omitting Shanghai) ... Sunday, 30th Sept.  
 KOZAN MARU ... Saturday, 6th Oct.

For further information apply to—NIPPON YUSEN KAISHA

Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

## WEATHER REPORT.

September 10th at 10.25.—Pressure is highest over the Yellow Sea. It has increased slightly at Chefoo and decreased slightly at Manila and Labuan. It is nearly stationary at other reporting stations.  
 A trough of relatively low pressure extends from Philippine to Guam.  
 Hongkong rainfall for the 24 hours ending at 18 hours, 18th September, 0.36 inch. Total since January 1st, 53.67 inches, against an average of 72.19 inches.  
 The forecast for the 24 hours ending at 18 hours, 19th Sept., is as follows:—  
 Direction: Forecast  
 Formosa Channel ... E. winds, moderate; fair.  
 Hongkong to Gap Rock ... do.  
 South coast of China between Hongkong and Lamook ... do.  
 South coast of China between Hongkong and Hainan ... do.

## HONGKONG TIDE TABLE

From Sept. 18th to 25th, 1923.

Day of Week	Day of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	19	4 11	6 0	11 50	2 3
Thurs.	20	5 24	5 0	10 38	4 5
Fri.	21	7 45	6 2	0 59	2 1
Sat.	22	8 41	5 8	0 8	4 4
Sun.	23	8 23	5 4	1 42	2 0
Mon.	24	7 25	7 0	1 8	4 0
Tues.	25	8 52	5 8	2 19	2 0
Wed.	26	8 23	7 0	1 58	2 4
Thurs.	27	9 10	5 8	2 49	2 0
Fri.	28	9 37	5 0	2 35	2 2
Sat.	29	9 48	5 0	3 15	2 0
Sun.	30	9 53	5 2	3 46	2 2

## PALACE HOTEL.

Mr. W. Barnett  
 M. & Mrs. D. A. Caldwell  
 Mr. C. C. Dance  
 Mr. B. Earnshaw  
 Mr. J. Jack  
 Mr. & Mrs. K. Kala  
 Mr. B. S. Lynch  
 Mr. & Mrs. J. G. Merle

Mr. J. T. Mannix  
 Mr. E. G. H. Moore  
 Mr. D. E. Sherman  
 Mr. D. C. Sinclair  
 Mr. H. Smith  
 Mr. C. Stinger  
 Mr. F. L. Tinsall  
 Mr. H. A. Wynn

Mr. & Mrs. A. Lane  
 Mr. E. G. Layman  
 Mr. Leblond  
 Mr. J. D. Lloyd  
 Mr. L. J. Mackwell  
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 Mr. McGregory  
 Mr. & Mrs. C. F. Moberg  
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 Mr. F. Mitchell  
 Mr. H. L. Morton  
 Mr. M. Newquaine  
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 Mr. J. J. O'Connell  
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 Mr. & Mrs. B. B. S. S.  
 Lt. Col. U. Sanders  
 Mr. H. J. Saunders  
 Mr. J. R. Shaw  
 Capt. & Mrs. Ivar Simpson  
 Major B. H. Smith

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 Mr. A. W. Stewart  
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 Mr. A. W. Tucke  
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 Capt. B. F. Walker  
 Mrs. V. M. Wakeham  
 Capt. A. E. Watts  
 Mr. J. B. Way  
 Mr. J. Webster  
 Mr. R. H. Will

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 18th.

	Previous on Date	On Date
Barometer	at 8 a.m.	at 2 p.m.
Barometer	29.83	29.87
Temperature	83	77
Humidity	73	91
Wind Direction	E	NE
Force	4	2
Weather	4	op
Rain	0.00	0.00
Highest open-air Temperature on 17th	86	
Lowest open-air Temperature on 18th	76	



**"ELLERMAN LINE"**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

## OUTWARDS.

"CITY OF KARACHI" 21st October ... Shanghai &amp; Kobe.

## HOMEWARDS.

"CITY OF NORWICH" 21st Sept. ... London, Antwerp, Rotterdam &amp; Hamburg.

## PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class 209, 2nd Class 262  
 "B" Class Steamers ... 1st Class 234, 2nd Class 276  
 "C" Class Steamers ... 1st Class 256.

"A" "B" "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewards.

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## Sailings from Hongkong.

"BELLEROPHON" ... via Suez Canal ... 30th Sept.  
 "CITY OF BAGDAD" ... via Suez Canal ... 30th Sept.  
 "PERSEUS" ... via Suez Canal ... 1st Oct.  
 "KARONGA" ... via Suez Canal ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

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**MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	...	...	30th Sept.
AMBOISE	...	...	1st Oct.
CORDILLERE	...	...	15th Oct.
ANGERS	24th Aug.	25th Sept.	15th Oct.
ORILLI	7th Sept.	9th Oct.	15th Nov.
PORTHOS	21st Sept.	23rd Oct.	15th Nov.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 55.00. 01. B CLASS (1st Class) ... 55.00. 01.  
 STEAMERS (2nd) ... 55.00. 01. STEAMERS (2nd) ... 55.00. 01.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

"C. P. LECOQ" loading for HAYBE, ANTWERP & ORAN, DUNKIRK, about 13th Oct. and may eventually call at Valencia, Oran, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offers).  
 Also through B/Lading issued to HELSINKI, REVAL and RIGA.  
 Sailings subject to alteration without notice.

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AND RETURN

(Occupying 9 or 10 Days)

HAIFONG ... Capt. Ellis Walker ... Wednesday, 19th Sept., at 10 a.m.  
 HAIPHONG ... Capt. J. B. Thomson ... Friday, 21st Sept., at 1 p.m.  
 HAIPHONG ... Capt. W. C. Passmore ... Tuesday, 25th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near State Pier).

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 EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY**  
**DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"DOROGOLA"	8,083	21st Sept. midnight	Mars, Gib, London & Antwerp
"MASTUA"	10,903	14th Oct.	Bay, Mars, Gib, London & Antwerp
"SODAN"	8,083	14th Oct.	Suez, Penang, Colombo & Bay
"KARMA"	9,098	14th Oct.	Mars, Gib, London & Antwerp
"CALEDONIA"	7,623	2nd Nov.	Bay, Mars, Gib, London & Antwerp
"NELORE"	8,083	2nd Nov.	Mars, Gib, London & Antwerp
"SICILIA"	8,813	14th Nov.	Suez, Penang, Colombo & Bay
"MALWA"	14,414	14th Nov.	Mars, Gib, London & Antwerp
"NYANZA"	7,023	2nd Nov.	do.
"KALYAN"	8,083	2nd Nov.	Suez, Penang, Colombo & Bay
"SUDAN"	8,083	14th Dec.	Mars, Gib, London & Antwerp
"DEVANHA"	8,083	14th Dec.	Bay, Mars, Gib, London & Antwerp
"KAISAR-I-HIND"	11,430	2nd Dec.	do.

1924.

**BRITISH INDIA - APCAR SAILINGS**

S.S.	Tonnage	From Hongkong (about)	Destination
"TANDA"	6,956	21st Sept. 3 p.m.	Singapore, Penang & Calcutta.
"TARADA"	6,949	3rd Oct.	do.

**EASTERN & AUSTRALIAN SAILINGS (South)**

S.S.	Tonnage	From Hongkong (about)	Destination
"ARAFURA"	6,000	6th Oct.	Manila, Cebu, Iloilo, Iloilo, Iloilo
"ST. ALBANS"	4,500	3rd Nov.	Townsville, Brisbane, Sydney & Melbourne
"EASTERN"	4,000	1st Dec.	do.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver

The P. &amp; O. Royal Mail Steamers to London via Suez Canal. (See Particulars, etc.)

The P. &amp; O. Branch Steamers to London via the Cape

The New Zealand Shipping Co.'s Steamers for South America and London via Panama Canal

**SAILING TO SHANGHAI & JAPAN**

S.S.	Tonnage	From Hongkong (about)	Destination
"NELORE"	8,083	21st Sept. 10 a.m.	Shanghai, Moji & Kobe.
"GRACEUS"	7,780	2nd Sept.	Shanghai.
"SUDAN"	8,083	2nd Sept.	Shanghai.
"MALWA"	10,911	6th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the ship.

First Cabin Passengers may travel by R.L.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets

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All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's

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Regular Sailings to Boston and/or New York by fast freight steamers.

S.S.	Tonnage	From Hongkong (about)	Destination
"CELTIC PRINCE"	...	...	...

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LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Monthly direct

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"LONDON MARU" ... Sunday, 30th Sept.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"CHICAGO MARU" ... Tuesday, 20th Sept.

BOMBAY—fortnightly service via Singapore and Colombo.

"BURMA MARU" ... Monday, 25th Sept.

"BORNEO MARU" ... Friday, 5th Oct.

SAIGON, HANGKOK &amp; SINGAPORE—Regular monthly Passenger Service.

"KISHU MARU" ... Tuesday, 2nd Oct.

CALCUTTA via Singapore &amp; Penang

"MALAY MARU" ... Thursday, 25th Oct.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—via Shanghai and

Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. &amp; CANADA—Passenger

Service.

"ARABIA MARU" ... Wednesday, 3rd Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—

Panama and Cuban Ports.

"HAGUE MARU" ... Beginning of Oct.

JAPAN PORTS—Moji, Kobe &amp; Yokohama.

"CELESTES MARU" ... Friday, 25th Sept.

"AMUR MARU" ... Monday, 2nd Oct.

KEELUNG via SWATOW &amp; AMOY—These Steamers have excellent accommoda-

tion for 1st and 2nd class cabin passengers.

"KAUO MARU" ... Sunday, 23rd Sept., Noon

"SUNO MARU" ... Sunday, 30th Sept., Noon

TAKAO via SWATOW &amp; AMOY.

"BOHJU MARU" ... Thursday, 27th Sept.

TAKAO &amp; KEELUNG.

"SOUHAYVA MARU" ... Thursday, 4th Oct.

For sailing dates and further particulars apply to—

K. SHIMA, Managers

**C. N. C.**  
**CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI, CHEFOO & NEWCHANG	"ICHANG"	On 19th Sept., D.L.
AMOY & SHANGHAI	"KANGHONG"	On 19th Sept., D.L.
JAVA via RALIK PAPAN	"TAIKOOWAN"	On 20th Sept., 9 a.m.
SWATOW & SHANGHAI	"OHUSAN"	On 20th Sept., 10 a.m.
SHANGHAI	"SOOCHOW"	On 21st Sept., D.L.
MANILA	"TEAN"	On 21st Sept., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 22nd Sept., D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 22nd Sept., D.L.
HOIHOW & BANGKOK	"LINAN"	On 22nd Sept., 10 a.m.
SWATOW & SHANGHAI	"LIANGCHOW"	On 23rd Sept., 10 a.m.
AMOY & SHANGHAI	"LUCHOW"	On 25th Sept., D.L.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong, and Shanghai, leaving Hongkong Mondays (via Swatow and extending to Fokow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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Agents

CARGO &amp; PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

## SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"TAIWAN"	6th October	11th October

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Carmona" ... Due Hongkong 30th Sept.

Leave Hongkong 1st Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF

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THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Cactus" ... Due Hongkong 20th Sept.

Leave Hongkong 20th Sept.

For Full Information Apply to

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General Agent for

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K. A. REYUM, Res. Agent.

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**DODWELL & CO., LIMITED**

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For BOSTON &amp; NEW YORK via SUEZ

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LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER

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